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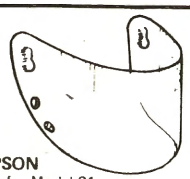

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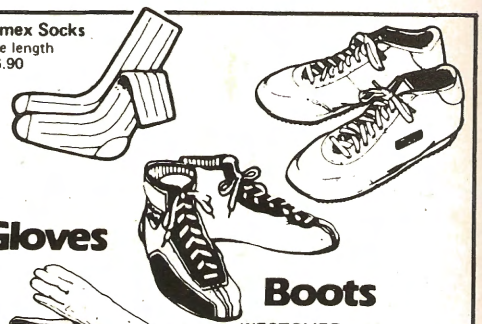

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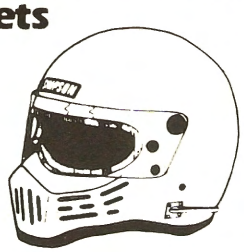

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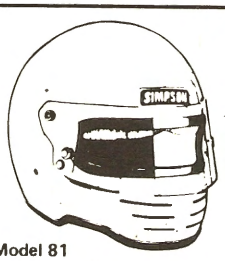

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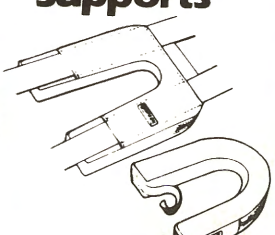

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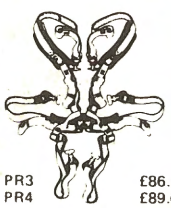

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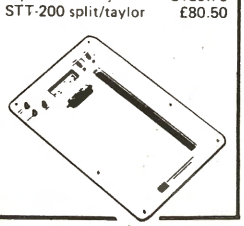

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June 10, 1982
Vol 87 No 11

Autosport

FRONT COVER

Once again the Renaults were on the pace. Alain Prost took pole position for the Grand Prix of Detroit, but lost the lead to Rosberg at third distance. Report: page 12. Photo: International Press Agency. Inset: The sensational AMG Mercedes-Benz 500SEC. Road test: page 34. Photo: Jeremy Shaw.

NEXT WEEK

Canadian Grand Prix: full report from Montreal — F2 moves to spectacular Spa — Scottish Rally action — Silverstone hosts Tricentrol G1 and Euro F3 — In colour: the new Mirage M12 Group C car for the Andrettis — Backstage from the Acropolis — Last minute Le Mans news — Plus all our usual news and features*

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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

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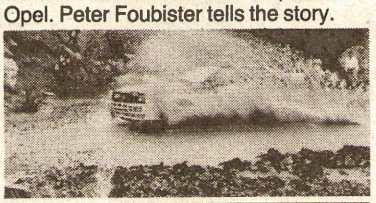
The McLarens seem to have street credibility. John Watson's performance round the bizarre circuit in Detroit's business district earned him a worthy win, and puts him squarely in the World Championship lead. Jeff Hutchinson reports.

ACROPOLIS RALLY 22
Michele Mouton won her second World Championship rally by bringing the only Audi Quattro to survive the rigours of the Acropolis home ahead of title leader Walter Rohrl's second-placed Opel. Peter Foubister tells the story.



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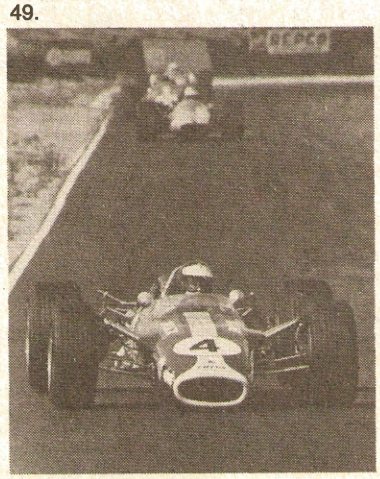
Few Formula 1 cars are regarded with more affection than the trendsetting Lotus 49, the car designed by Colin Chapman for the super-successful Cosworth DFV engine. Doug Nye traces the four year track record of the 49.



PREVIEW: CANADIAN GP 55
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50TH LE MANS YEARBOOK
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A truly golden Le Mans? Quentin Spurring assesses the prospects of the 24 Hour teams — and sets out the entry list, rules, timetable, radio coverage, everything for the well equipped spectator.

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CENTRESPREAD
This week's centrespread depicts Gordon Johncock's STP-backed Wildcat Mk8B on its way to winning last week's Indy 500. Photo: David Hutson.

Tambay joins Ferrari

As forecast in AUTOSPORT last week, Patrick Tambay is indeed the new Ferrari driver. The Frenchman visited Maranello last Tuesday week, met the Commendatore and signed a contract.

"I feel now that I have definitely made the right decision," Patrick told us on Monday. "Ferrari first approached me over the weekend of the Monaco Grand Prix, and it put me in a big dilemma. Gilles Villeneuve was a very close friend of mine, and I found a lot of moral difficulty in the thought of going to Ferrari in his place. Also, accepting the offer would have meant a complete reorganisation of my life, since I was intending to spend most of the year in the States, where I was contracted to the VDS CanAm team.

"However, after Monaco I decided that, yes, I would like to do it, and I told Ferrari, then mentioned that I did have a problem with my VDS contract. The negotiations lasted for most of the following week, and for a long time things were not looking good, but finally Count van der Straten said he didn't want to stand in my way. We parted on very good terms, even talking about doing Indy next year. Then I took the first 'plane back to Europe, which was on the Sunday evening, telephoned Ferrari and said everything was all right."

Tambay tested a 126C2 at Fiorano last Thursday and Friday, and was due to get in some more running for four days of this week. What were his first impressions? "It was very hot — around 90deg — when I tested the car, but I was extremely impressed with the engine. The power was really tremendous, but there was also far less throttle lag than I had expected. The only other turbocharged car I have driven was the Renault Le Mans car. And the Ferrari gearchange is quite incredible, both in terms of speed and ease. The chassis still needs some development, of course, but I really feel optimistic about the future."

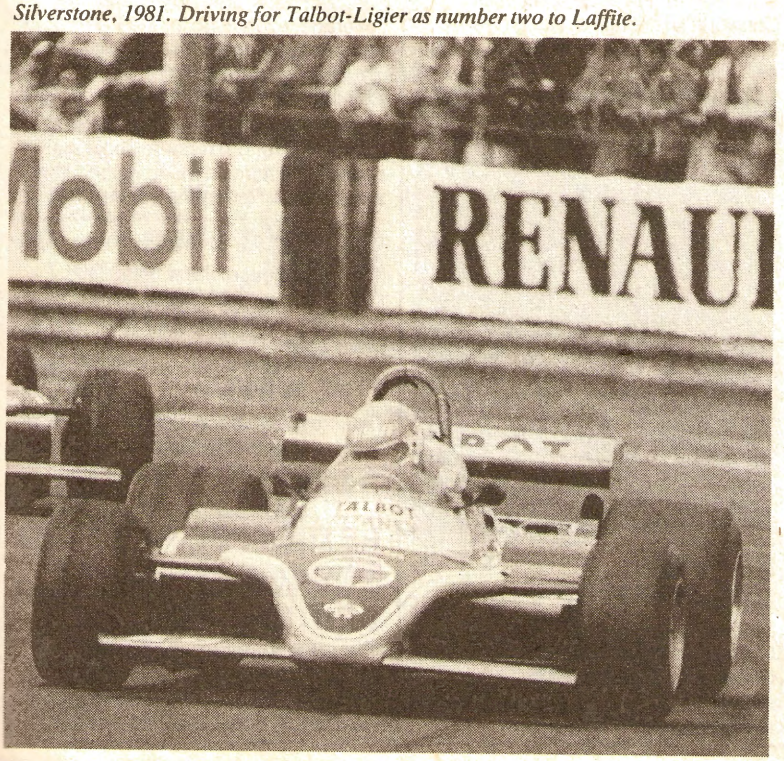
After being unaccountably dropped by Guy Ligier at the end of last season, Patrick began this year with the Theodore team, but events at Kyalami — where the 'super-licence controversy' arose — left him thoroughly disillusioned with Formula 1, and he quit Theodore for the VDS CanAm team, giving the impression that he was through with Grand Prix racing. Had it taken a Ferrari offer to change his mind?

"Yes, I suppose so. The mystique of Ferrari is very strong. I don't think I would have considered coming back to any other team, except Renault. At Kyalami I had the feeling that only Ferrari and Renault backed up their drivers in the super-licence dispute, and I though that very important. My basic feelings about Formula 1 haven't changed. I know there is no sporting spirit in it now, which is why it has so many problems."

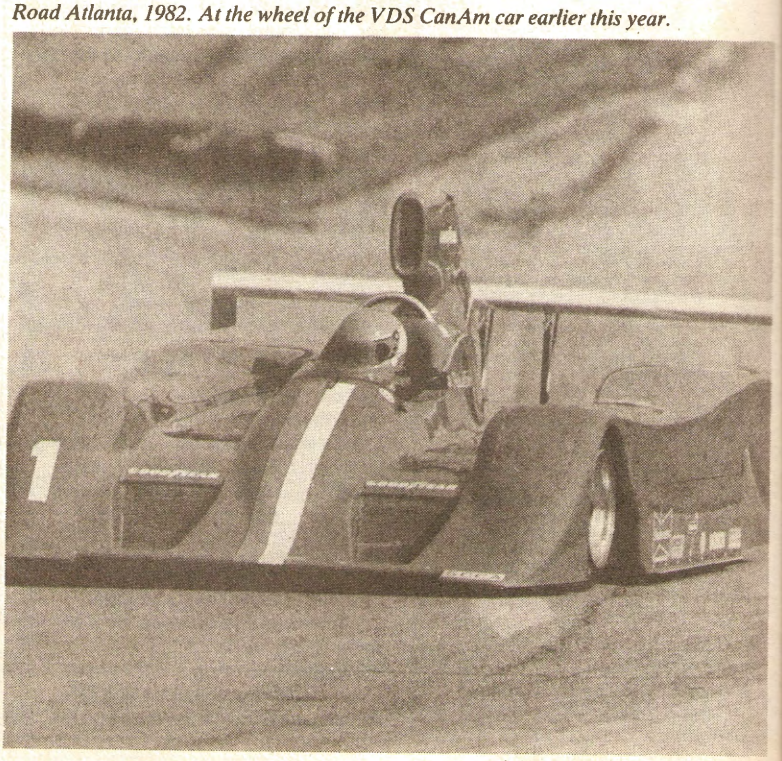
At Montreal Didier Pironi said he was delighted that Tambay was joining the team. For the first time ever, Ferrari has an all-French driving line-up. Last week the Commendatore issued a press statement, announcing Tambay's arrival, and thanking Count van der Straten for enabling him to take the drive. In the same statement Ferrari also announced that Pironi had already re-signed for his team for 1983.

Welcome back, Patrick. At Long Beach last year, shaking hands with his new Ferrari team-mate, Didier Pironi.

Silverstone, 1981. Driving for Talbot-Ligier as number two to Laffite.



Road Atlanta, 1982. At the wheel of the VDS CanAm car earlier this year.



June date for F1 testing at Brands

Two full days of Formula 1 testing will be conducted at Brands Hatch in preparation for next month's British Grand Prix. All the Formula 1 teams are expected, and the dates for your diary are Thursday and Friday, June 24/25. The days will see Patrick Tambay's first public appearance in a Ferrari (see separate story).

Facilities will be open to the public from 09.00 to 18.00 each day, and testing will start at 09.00 and finish at 16.30, with a lunch break of one hour. Competitors in the supporting Formula 3 race may test from 16.30 to 18.00 each day. Admission each day is £3 (adults) and £1 (children). Grandstands and parking are free.

Las Vegas hopes for F1/CART double bill

Despite that neat piece of FISA legislation at the end of last year (which ruled out Grand Prix supporting events for single-seaters of more than 2-litres), CART representatives remain keen on the idea of an F1/CART double/header at Las Vegas in the autumn.

Many motor racing enthusiasts were captivated by the idea of Indy cars one day, Grand Prix cars the next. The Indy cars were, of course, to run on an oval, using part of the Grand Prix circuit perimeter road. Caesars Palace and CART enthused about the prospects. FOCA, apparently, did not.

After the new FISA rule in December, the matter seemed to be forgotten, but the men of CART have still not given up. To that end, they are to put a further proposal for a double-header to the Formula 1 Commission on June 20. It is thought that the idea has the support of Datsun, sponsors of the Caesars Palace Grand Prix. We wish CART well in their quest, doubting that it will come off, but hoping so . . .

Throwing the book at Talbot-Ligier

Sunday's Detroit Grand Prix brought the Talbot-Ligier team its best result for a long time, Eddie Cheever finishing second, and Jacques Laffite sixth, both men in the now elderly JS17s.

However, if the day was successful for Ligier, it was also expensive. Following post-race scrutineering, the team was fined a total of $10,000. Officials said that both cars had been topped up with fuel on the grid, rather than in the pits, so that entailed a fine of $3000 per car. And there were two further fines, each of $2000, when Cheever's car's bodywork was found to be too wide (by 5mm!), and its rear wing askew by 7mms . . .

Autosport

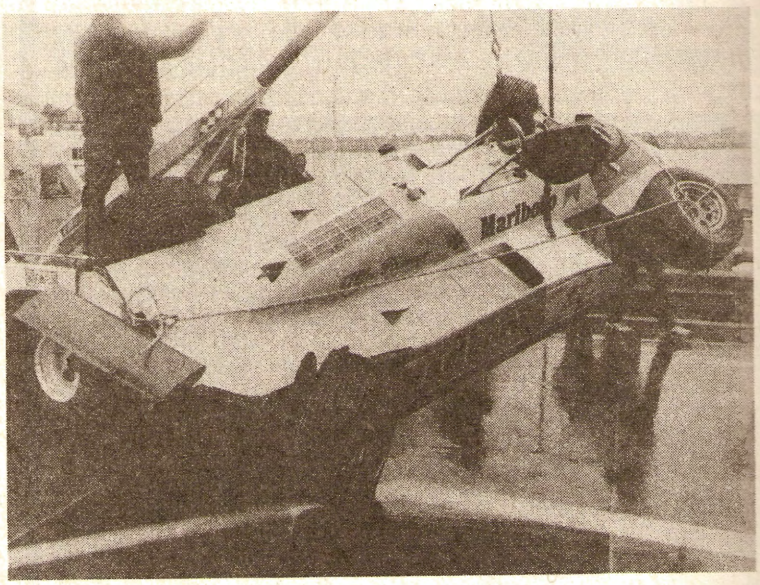
We have been able to keep down the cover price of AUTOSPORT for the past 15 months or so, but with regret we have had to increase it to 60p this week so that we can absorb ever-increasing print, paper and production costs, and still maintain our established standards of news, reports and features.

We know that our readers would prefer this rather than to see AUTOSPORT in any way reduce the quality or comprehensiveness of its coverage. For over 30 years, the price of AUTOSPORT has been less than that of a pint of beer, and we continue to believe that for 60p it offers the motor sporting enthusiast value for money and a service that is unrivalled by any other publication.

Theodore: Lees in

Jan Lammers unfortunately broke his thumb in a pre-practice testing accident at Detroit, and will definitely not be able to drive the Theodore at Montreal this weekend. The Dutchman will go to Canada with the team, however, and is hoping to be fit in time for his home race.

Jo Ramirez says that Theodore would like to run Roberto Moreno in Canada, but expect that the Brazilian's Lotus testing contract will preclude it. The man most likely to drive the car in Canada is Geoff Lees.



Motown records?

Left: The Skyscraper backdrop of the Renaissance Centre dwarfs the Tyrrells, once more in plain, unsponsored livery now that Candy has withdrawn its support. Above: Saturday afternoon rain brought Saturday night work for Andrea de Cesaris's Alfa Romeo mechanics. Right: Nelson Piquet and others found plenty of time for impromptu football during the practice days, while unfinished circuit work was completed. Nelson had such a fraught time when he did get onto the circuit that he failed to qualify. He suffered one blown BMW turbo unit and a misfiring engine in the spare car in the Saturday morning session, and in the afternoon it rained . . . Only once before has the reigning World Champion failed to qualify: Jody Scheckter missed the cut in Canada, 1980.

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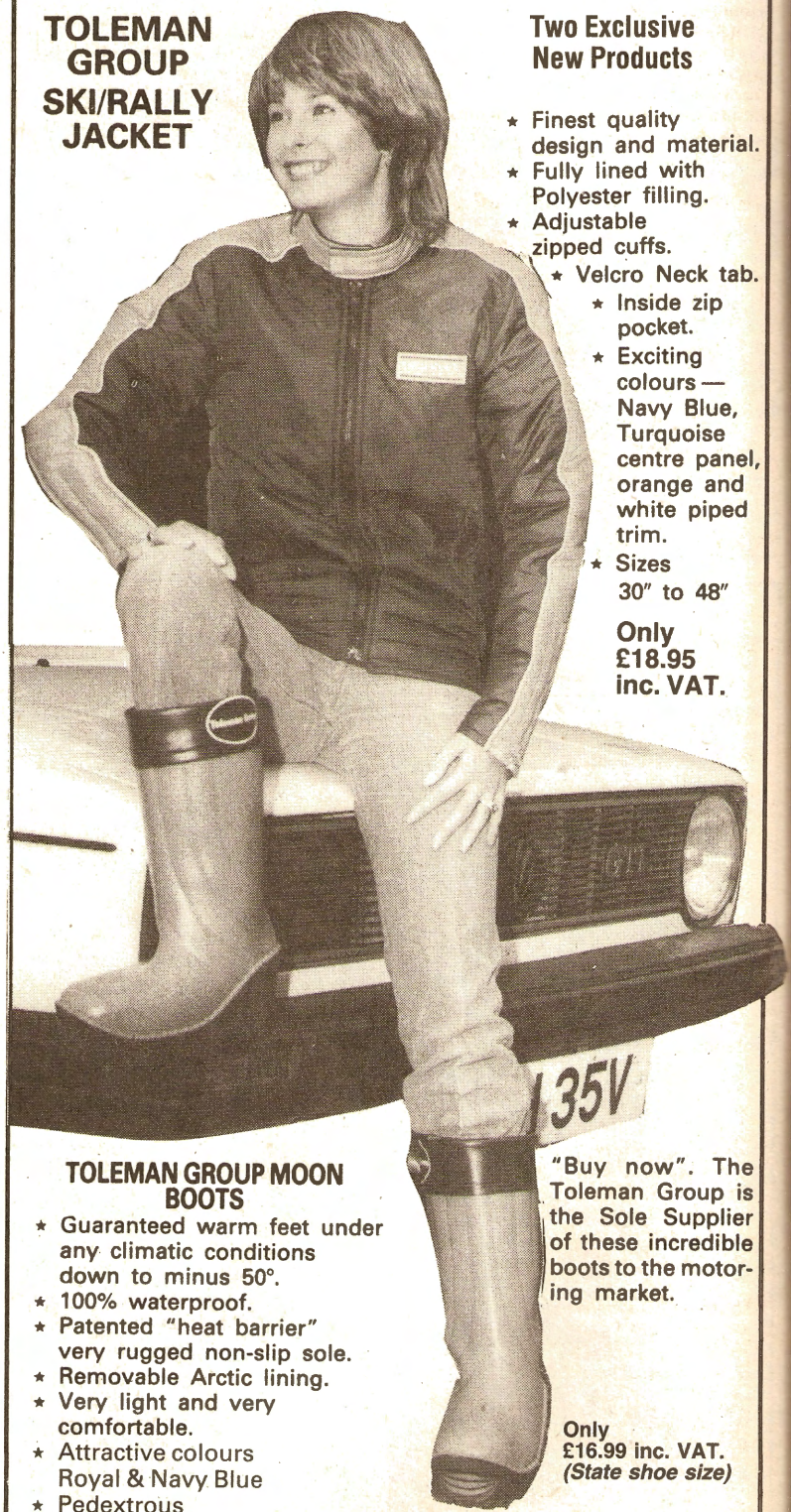

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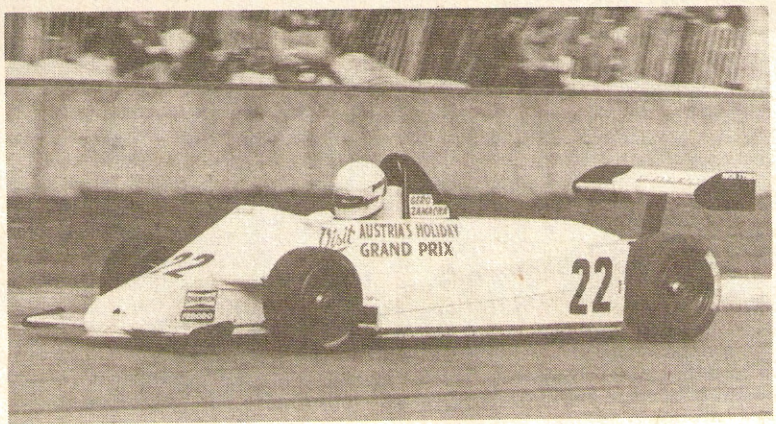
Larrauri heads Silverstone F3

This weekend at Silverstone sees the second visit to England this season of the European Formula 3 Championship. Unlike the earlier round at Donington, however, which attracted only a pitifully small field of cars, this event also counts towards the Marlboro British Formula 3 Championship and a glance down the entry list confirms that it should be a pretty good race. There are well over 30 cars entered, split about half and half between those chasing Marlboro points and those chasing European points.

As was the case last year, Marlboro runners must utilise the British-specification tyres, this year of Avon manufacture and many teams reckon that they may prove just as quick as the best that Michelin can produce, especially on this ultra-fast circuit. Last year, it will be remembered, Jonathan Palmer was beaten only by Roberto Moreno, on Bridgestone tyres and Mauro Baldi, on Michelins.



Gero Zamagna will be bringing the unusual Anson SA3 to Silverstone.

Larrauri — series leader.

One year on, Moreno will again be one of the favourites. As yet, he has made no decision on which tyres he will run. That will not be taken until after testing, probably on Friday, although he expects to utilise the regular Avons. Interestingly, though, his Ivens Lumar Racing Ralt will be fitted with an Alfa Romeo engine for the first time (see separate story).

Heading the continental contingent will be the pair of Marlboro-Euroracing 101 cars for series leader Oscar Larrauri and young Italian Emanuele Pirro, who won a recent round in Austria. Also there will be the pair of works Martinis for Monaco F3 race winner Alain Ferté and fellow Frenchman Philippe Alliot, the man who Ferté barged out of the way to win that prestigious event. At Donington in April, Alliot didn't even make the start, following an unfortunate testing accident, so he will be hoping that his recent appalling run of bad luck will have ended.

Another strong team will be run by Anson Cars, their drivers including Gero Zamagna, who has shown very well in the two most recent races and Italian Claudio Langes, who has split from the works Dallara team. Fellow-countryman Paolo Giangrossi will also be present with his Ralt-Alfa.

Tommy Byrne's Murray Taylor-run Ralt will naturally head the Marlboro contenders along with fellow Ralt users Dave Scott, Martin Brundle, James Weaver, who won the Donington round on Yokohama tyres, but will be running the Avons this weekend in his quest for more Marlboro points and Enrique Mansilla.

Practice for the race will take place on Saturday, along with a couple of Pre '74 FF1600 heats, while racing on Sunday begins at 12.30.

Alliot — Monaco victim.

Desiré and Alain together in Plaza

Desiré Wilson and Alain de Cadenet will share Ian Dawson's Group C Grid-Plaza S-1 with regular driver Emilio de Villota at Le Mans.

The two were to have driven Alain's privateer Ford C100, but the project was shelved a month ago. Instead, Alain is planning to build a new Group C De Cadenet, but this is not planned to be race-ready until the non-championship event at Kyalami in November.

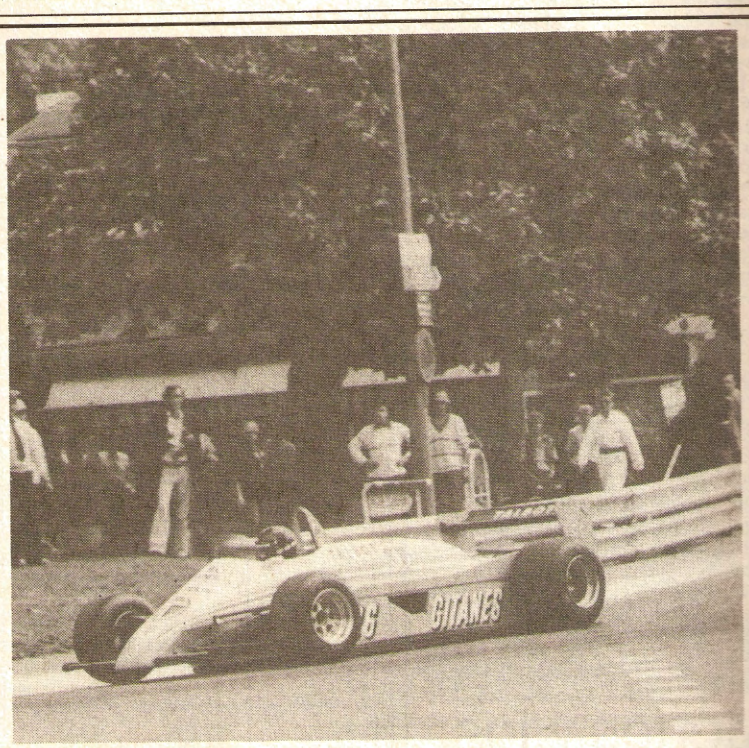
In order to maintain his association with the 24 Hours classic, de Cadenet has taken over the seat in the ground-effect Grid-Plaza which was vacated by David Hobbs. Contracted for 1982 to John Fitzpatrick Racing, Hobbs will race at Le Mans in Fitz's newly built Porsche 935 'Moby Dick' replica, now nearing completion in Reinhold Jöst's Absteinach factory.

De Cadenet — stop-gap GRID.

Desiré — competitive run.

Desiré, of course, is no stranger to endurance racing, having won the races at Monza and Silverstone with Alain two years ago in the 3-litre DFV engined De Cadenet Group 6 sports-prototype. However, she has never raced at Le Mans. In 1980, she overturned the De Cadenet during practice and, although this robust car was repaired for the race, she had not completed enough laps to qualify.

Recently she suffered another bitter disappointment, when engine unreliability prevented her from qualifying for the Indianapolis 500 with Teddy Yip's Eagle-Chevrolet.



A Laffite treat for Pau spectators

Jacques Laffite illuminated the Pau Formula 2 meeting on May 31 with a demonstration of the new Talbot-Ligier JS19. This striking new F1 design has not appeared publicly since then, because its long skirts — which extend behind the rear axle line — were deemed illegal at Monaco. Guy Ligier's team is appealing against that decision, but in the meantime ran the old JS17 in Detroit. Eddie Cheever, who was second in Detroit, and Laffite will be running the old chassis again this weekend in Montreal, where Jacques scored a fine win last year.

The latest in our occasional *Valvoline Collection* series of loose centrespreads features John Paul Jr, the current leader of the IMSA Camel GT Championship. Driving either his Porsche 935 (pictured) or a Lola T600, he has rapidly proved to be the man to beat in this year's healthy IMSA series. Photo: Bob Fischer.

Moreno switches to Alfa Romeo

Roberto Moreno scored a convincing victory in the most recent Marlboro British Formula 3 Championship round at Silverstone and so it was with some surprise that we learnt last week that the talented Brazilian is to equip his Ralt RT3 with an Alfa Romeo engine for the remainder of the season.

"There's no more development going on with the Toyota engine," explained Moreno's manager, Australian Gregg Siddle, "and we're sure that a switch to Alfa has to be the way to go. Just look how they're going in Italy . . ."

But was he not put off by the troubles suffered recently by Dave Scott, who contemplated a similar move? "Not at all," states Siddle. "We think we know what went wrong in Scott's case and we think we've got the answer. Anyhow, if it isn't right from the word go, which I expect it to be, then I'm certainly going to make it right."

Moreno — going the Euro way.

The deal to run the Pedrazzani brothers' Novamotor-tuned Alfas was done while the team was in Monte Carlo and Moreno's Ivens Lumar Group RT3 will definitely use the Italian engines for the remainder of the British series, starting with the European round at Silverstone this weekend.

Last year, of course, Moreno won this race, using Bridgestone tyres on his Ralt. We asked Siddle what tyres he will run this time: "I'm not 100% sure yet," he admitted, "but at this stage of the game we'll be running the British-spec tyres. I think that these Avon tyres may well be able to run with the best of the European rubber. We'll just have to wait and see."

Bourgoignie joins Ivey

Charles Ivey Racing will again be running the Belgian former Formula 2 driver, Claude Bourgoignie, in the Mike Brunt managed Porsche 935 K3 Group 5 entry at Le Mans. Claude will be joining the team's regular British pairing, John Cooper and Paul Smith.

Last year, it was only through Bourgoignie that the team got to Le Mans at all. Incredibly, the ACO organisers turned down Ivey's entry. The Belgian did have an entry, but his sponsorship fell through. He contacted the London based team, a deal was quickly struck, and Cooper, Bourgoignie and Dudley Wood went on to win Group 5, finishing fourth overall.

Jones wins yet again

Alan Jones had another run in Allan Hamilton's Porsche 935 last weekend, easily winning his race at Oran Park and also establishing a new lap record. The former World Champion now holds a handy lead in the Australian Sports Sedan Championship, the next round of which will be at Lakeside in two weeks' time.

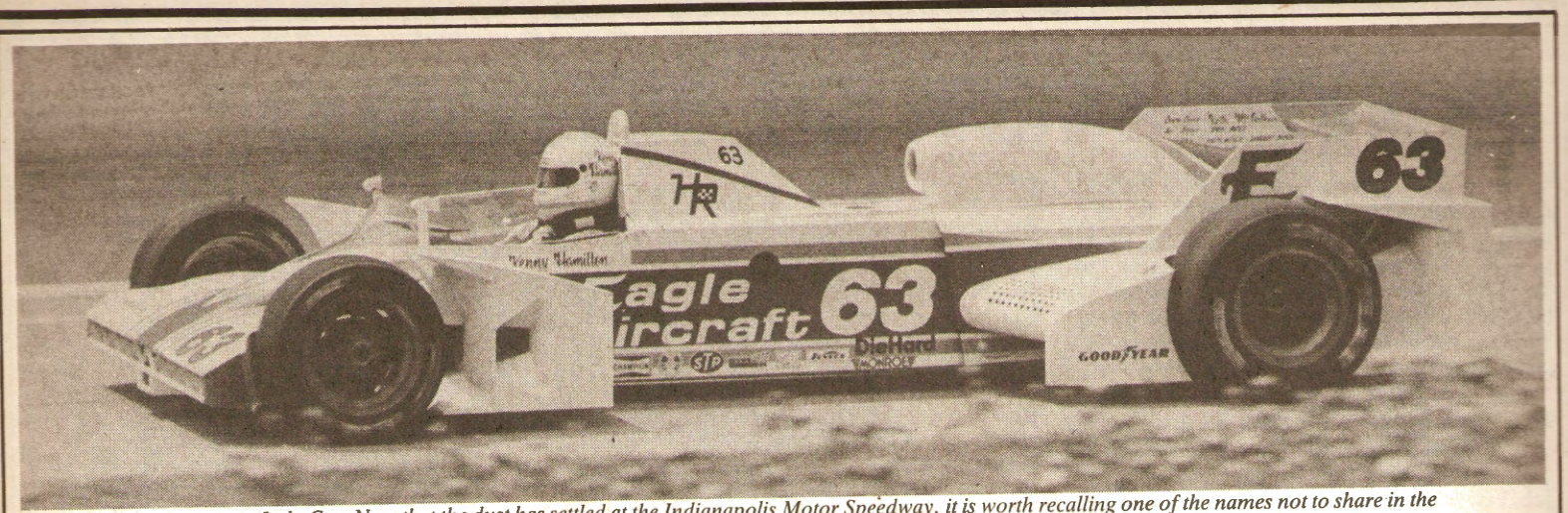
Weekend Sport

INTERNATIONAL RACING

Date	Venue	Event/Details
Jun 12	Montreal, Canada	Canadian Grand Prix — Formula 1 World Championship, round 8/North American Formula Atlantic Championship, round 4 *The show goes on. Despite the tragic loss of local hero Gilles Villeneuve recently, all the regular contenders should be there with the Williams team starting as favourites. A North American Atlantic round should provide some close racing, too.*
Jun 13	Spa-Francorchamps, Belgium	European Formula 2 Championship, round 8 *Johnny Cecotto's Pau win took him to the top of the points table, although local favourite Thierry Boutsen is just two points behind. Another Belgian, Thierry Tassin, will also be hoping for better luck than of late, as will be the Maurer and Ralt teams.*
Jun 13	Silverstone, England	European Formula 3 Championship, round 8/Marlboro British Formula 3 Championship, round 8 *Oscar Larrauri, Alain Ferté and the other regular Euro contenders make the second sortie of the season onto British soil, this time to take on the full might of the Marlboro regulars. Roberto Moreno won the race last year and will be debuting his new Alfa-powered Ralt.*
Jun 13	Milwaukee, Wisconsin, USA	CART/PPG Indy-car World Series, round 3/Robert Bosch/VW Super Vee Championship, round 3 *Rick Mears was pipped to the post at Indianapolis the other week. The Californian, has been the pace-setter all year in his latest Penske PC10 and will be seeking to redress the balance this weekend. Kevin Cogan will back him up in the second PC10.*
Jun 13	Brno, Czechoslovakia	European Touring Car Championship, round 6 *Almost unbelievably, Umberto Grano/Helmut Kelleners have won every round so far this season in their Eggenberger Motorsport/BMW Italia 528i — that is five, 500km races! Tom Walkinshaw will be trying to break the stranglehold in his Jaguar as will be Marco Vanoli Enzo Calderari (BMW).*
Jun 13	Riverside, California, USA	Riverside 400 — NASCAR Winston Cup Grand National Championship, round 14 *The NASCAR regulars make a rare sortie over to the western coastline, as well as a rare outing on a road circuit. Darrell Waltrip and Bobby Allison are the acknowledged 'aces' at Riverside, having won the last seven races there between them.*
Jun 13	Rouen, France	French Formula 3 Championship, round 8/French Production Championship, round 9 *Still one of the most challenging circuits in Europe, Rouen is used only rarely these days. The famous cobbled hairpin, Nouveau Monde, remains one of the best places to spectate, particularly on the first lap of a fraught French saloon car race!*
Jun 13	Imola, Italy	Italian Formula 3 Championship, round 7 *Ralts, Marches and Dallaras have all won rounds of the Italian series already this year, although it is the British-built Ralts which now seem to be setting the pace. Enzo Coloni and Guido Cappellotto are currently scrapping for the series lead in their RT3-Alfas.*
Jun 14	Portland, Oregon, USA	CRC Chemicals Trans-Am Championship, round 3 *Tom Gloy should be out again with his works Ford Mustang, lining up against a full field of Chevrolet Corvettes and Camaros, as well as the interesting Porsche 924 Carrera GTRs and the lone Group 44 Jaguar XJ-S.*
Jun 19/20	Le Mans, France	Les Vingt-Quatre Heures du Mans — World Endurance Championship for Makes and Drivers, round 4
Jun 20	Hockenheim, Germany	European Formula 2 Championship, round 9/EFDA Euroseries FF2000 Championship, round 5
Jun 20	Michigan, USA	Gabriel 400 — NASCAR Winston Cup Grand National Championship, round 15

NATIONAL RACING

Date	Venue	Event/Details
Jun 12	Oulton Park, nr Tarporley, Cheshire	Richard Seaman Memorial Trophies Meeting (VSCC) *Twenty-one years after he first won the event, the Hon Patrick Lindsay heads the entry for the Richard Seaman Historic Trophy race in 'Remus', ERA R5B. Lindsay has won the event a total of seven times, as has fellow ERA driver Martin Morris. Willie Green will be hoping to take his turn with Anthony Bamford's similarly delectable car. As ever, the VSCC have attracted a magnificent entry for the 'Seaman' meeting, other interesting cars including Peter Morley's Napier-powered, 24-litre Bentley, Bruce Halford's Lotus 16, Ron Footitt's Cognac Special, Hamish Moffat's Bugatti Type 35B and a 500cc Cooper for Stirling Moss. Racing, there are nine events in all, starts at 1315, following morning practice. Adults, £3.50; Children, £1.50.*



This believe it or not, is an Indy Car. Now that the dust has settled at the Indianapolis Motor Speedway, it is worth recalling one of the names not to share in the glory. Rookie Kenny Hamilton tried to qualify his extraordinary Eagle Aircraft Flier for the 500, putting so much effort into the attempt that he spun twice during practice. Nevertheless, when it came to the qualifying runs he could manage no better than 145mph, 63mph off the pace . . .

Secretaries of the Meeting are requested to send details of all forthcoming events to Jeremy Shaw, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex.

Jun 12/13	Silverstone, nr Towcester, Northants	European/Marlboro F3, Tricentrol RAC British Saloons, RAC FF1600, Pre '74 FF1600, British Sports 2000, Tricentrol Clubmans, Lucas CAV Sportscars (BRDC) *The Silverstone paddock will be a busy place this weekend with over 220 competitors drawn to the BRDC's GP circuit meeting. The opening RAC British FF round of the year accounts for about 40 of these, including works assisted drivers from Van Diemen, Royale, Reynard and Lola. Be there at the chicane for the final lap! The British Sports 2000 race also has a good entry, Frank Sytner due to be rejoining the fray, while his place in the TWR Rover for the Tricentrol saloon race will be taken by Peter Lovett. Old favourite Brian 'Yogi' Muir will also be Rover-mounted. Qualifying for the meeting, including a pair of Pre '74 FF heats, take place on Saturday from 0900, while first race on Sunday will be at 1230. Adults, £3.50; Children free.*
Jun 13	Brands Hatch, nr Dartford Kent	Pace British 2000, Townsend Thoresen FF1600, FTalbot, BRSCC Prodsaloons, Bobcat ASCAR, Reliant 750F, Sunbeams (BHRC) *A round of the Pace 2000 series tops the bill at the SUN Free Motor Race Day. Calvin Fish's recent swap to a Van Diemen has brought the young ex-kartist right back into the limelight and he remains the only man to have beaten Ayrton da Silva's RF82 this year. Other likely front-runners will include Tim Davies and Kenny Andrews. In the Townsend Thoresen FF1600 event, Mauricio Gugelmin will be zipping down from the (irritatingly) clashing RAC race at Silverstone in an attempt to increase his series lead. Other single seater action will come from the tense Champion of Brands series. Karl Jones won the last round on Bank Holiday Monday. And then there's a Shell Super Sunbeam race . . . for local bell-ringers . . . Practice starts at 1000, with racing from 1430. Admission is free.*
Jun 13	Snetterton, Norfolk	P&O Ferries FF1600, 'Champion of Snetterton' FF1600, FLibre, Gates-Varley Monoposto, Muraspec F4, Oceanair Clubmans, MG Midgets (BARC) *With most of the country's leading Formula Fordsters engaged elsewhere, young Gary Evans could take this opportunity to score his maiden victory with his Rushen Green-prepared Van Diemen. Fellow East Anglian Kevin Haddock will be there with his Sparton to give Gary a hard run, though. A Gates-Varley Monoposto round has attracted the only full grid of the day. First race is at 1400. Adults, £3; Children, £1.*

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jun 10/13	Germany	Hessen Rally — European Rally Championship, round 22 (coeff 2).
Jun 10/13	Italy	Rally della Lana — European Rally Championship, round 23 (coeff 1).
Jun 12/15	Scotland	Arnold Clark Scottish Rally — European Rally Championship, round 24 (coeff 3), Rothmans RAC British Rally Championship, round 4. *Open Championship leader, Henri Toivonen takes his Rothmans Opel Ascona to Scotland, hoping to increase his lead. His team-mate, Jimmy McRae should figure well on his home ground but the man they all must beat is Hannu Mikkola, returning to the Audi Quattro having missed the last round in Wales.*

NATIONAL RALLYING

Date	Venue	Event/Details
Jun 12/13	Lincoln	Hartford Barnard Trophy Rally (Lincoln MC&CC). Start: Hartford Motors, Lincoln, 11.15pm.
Jun 12/13	Wales	Red Dragon Rally (Port Talbot MC). WAMC Championship. Start: George Rees & Sons, Crosshands.
Jun 12/13	Wetherby	Midnight Rally (Leeds MC). Start: Tricentrol Cars, Wetherby.
Jun 12/13	Lancashire	Morecambe Rally (Morecambe CC). Start: 97/522761, 11.08pm.

OFF-TRACK

Date	Venue	Event/details
Jun 13	Fintray, Scotland	Pace/RAC British Hillclimb Championship, round 6/Grampian TV Scottish Hillclimb Championship, round 4 (Aberdeen DMC) *Norrie Galbraith heads the north-of-the-border contenders as they take on all the regular Pace runners at this the most northerly round of the series.*

Aussie confusion

There has been a certain amount of confusion in Australia recently regarding dates for the country's premier Gold Star Drivers Championship. Two of the first three rounds have been rescheduled and the next round for the Formula Pacific cars will now not take place until July 4, at Adelaide. This will be followed by races at Wanneroo Park (July 11), Lakeside (July 25), Calder (August 1) and Oran Park (August 22). It is hoped that there will also be another couple of rounds later in the year including the Australian Grand Prix at Calder. Veteran driver John Smith leads the series after his first round victory at Oran Park over newcomer Richard Davison. Both men drive Ralt RT4s.

Brock's fireworks

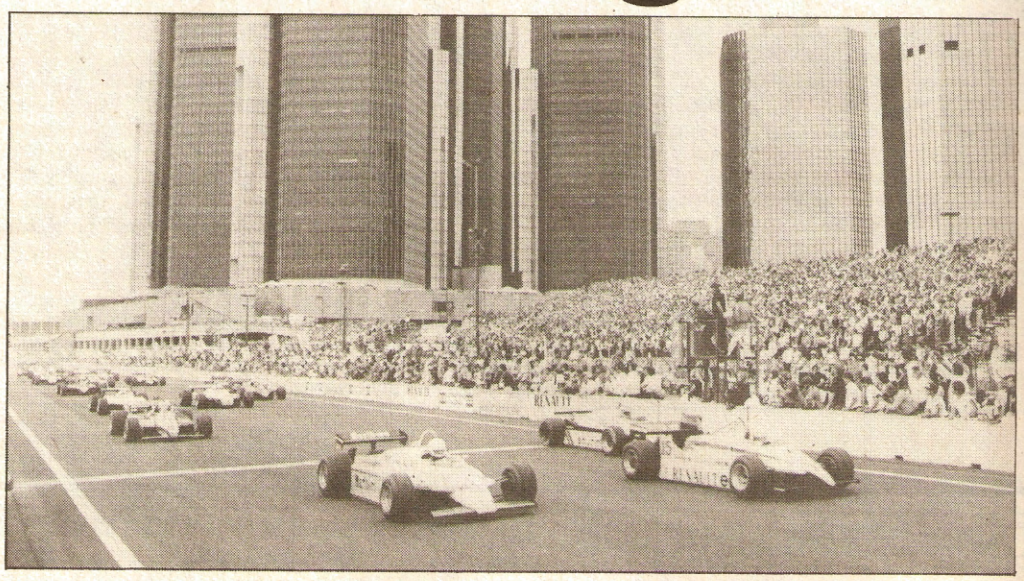
Following the recent final round of the Australian Touring Car Championship, the final destiny of the title is still undecided. After the race, CAMS, the series organisers, issued points positions which showed 1981 champion Dick Johnson ahead, although Marlboro-Holden Dealer Team driver Peter Brock has asked us to make it clear that he still has a claim to the crown following his appeal against exclusion from an earlier round. His appeal is to be heard in the Victorian Supreme Court, although no decision is expected for some considerable time.

Briefly . . .

● Prior to last weekend's International German Racing Championship event at Wunstorf, the series organisers pronounced that, following a recent protest by Kurt Lotterschmid, the bodywork on the front-running Porsche 936s of Bob Wollek (Reinhold Jöst-prepared) and Rolf Stommelen (Kremer) were legal. Still to be carried out, though, is a complete strip of Stommelen's 2.1-litre twin turbo Porsche engine.

● Barrie 'Whizzo' Williams has recently come out of hospital after an operation which he had delayed so that he could compete in the Silverstone 6 Hours. AUTOSPORT wishes him a speedy recovery.

A matter of image



Last weekend they ran — eventually — the first Detroit Grand Prix, and it was very much a race in the modern idiom. The appeal of street circuits has always been strong, but over the years the great majority of them, in places such as Naples, Bordeaux and Turin, died away, leaving only Monaco and Pau. Then, in 1975, came Long Beach.

The date is important, for the first Long Beach Grand Prix was not run until 1976. There used to be a time when a new circuit was required to stage a lesser meeting, to prove itself up to the job, before it could host a World Championship Grand Prix. In Long Beach, therefore, Chris Pook ran a very successful Formula 5000 race in the autumn of 1975, and then got the green light for his Grand Prix.

Five years on, the rule had fallen into disuse. Last October we had the first Las Vegas Grand Prix, and it was the first meeting at the track. Vegas passed off peacefully enough, but Detroit was a different matter. Thursday and Friday of last week, supposedly one day for testing and one for first qualifying, were a complete shambles, with the track facilities unfinished, and the drivers consequently refusing to go out. Such a thing was perhaps inevitable, given that this was Detroit's first attempt to run a motor race.

For a sport which supposedly prides itself on its professional image, Grand Prix racing must have seemed very strange to the people who turned up to get this, their first experience of 'the pinnacle of the sport.'

Now we hear revived rumours of similar events in New York and Chicago, and the prospect is a little disconcerting. No one doubts that America can sustain more than one, maybe more than two, Grand Prix events, each year, but in time this will obviously mean fewer events in Europe. Moreover, the trend is towards very slow, tight, Mickey Mouse, circuits — Detroit is the slowest yet — in cities, which have the necessary money available for one extravaganza each year, and no circuit to worry about for the rest of it.

Inevitably, this will be to the serious detriment of permanent circuits, and there will be even less inclination to invest in them. Watkins Glen, once the richest race on the Formula 1 calendar, is now bankrupt, a splendid track falling into disuse. And many others are in the same position. We would not like to see circuits like Zandvoort disappear from the Grand Prix schedule at the expense of another second gear TV Special in Omaha or Denver.

Let there be no doubt that television is the key to all this. We felt in Las Vegas that actual spectators were considered of minor importance in the proceedings, and the crowd in Detroit was hardly of startling proportions. Formula 1 is a minority sport in the States, and it would be unfortunate if the World Championship were gradually to slither over the Atlantic, away from its traditional fans. Let us keep a sense of proportion, and if more new street races are to follow Detroit, let us try and ensure that their organisers' expertise matches their enthusiasm.

Correspondence

the editor is not bound to agree with readers' opinions

Perfect gentleman

I have just read in my morning newspaper that Patrick Tambay is to be the new number two at Ferrari. While I would like to add my humble congratulations to all those Patrick will already have received, I do think it is surprising that Patrick has been tempted back to Formula 1.

Of course, the lure of a Ferrari seat is considerable, but I had thought that Patrick's disillusionment with F1 was so complete that he would never return to that branch of the 'sport'. His many fans will be delighted that he has decided to go back on his original intentions, and that we will once more enjoy the pleasure of seeing this perfect gentleman race in the British Grand Prix.

CHISWICK, LONDON W4 RICHARD FIRTH

Rindt fan

As a fan of Jochen Rindt I have to write about Nigel Roebuck's comments about Rindt in his report of this year's Monaco Grand Prix. I can remember seeing the 1970 Monaco race on television. It was great, the most exciting show of determination and control I have ever seen in a race. The Lotus 49 was at the end of its life yet Rindt went round Monaco in 1m 23.4s (from memory). Not forgetting that the track has been changed since 1970, this would have put Rindt (this year) second behind Arnoux's 1m 23.2s, Patrese's time being 1m 23.9s.

I think Mr Roebuck should read the record books or even the *GP Preview* of AUTOSPORT before he makes statements like this: "Yet Jochen's actual speed was not that high". Patrese's speed in the race was 82.2mph, Rindt did 81.85mph (difference 00.35mph) in a car which "had a comparative lack of grip which would be sadly laughable today". I think Rindt and his 49 would today make the modern drivers and cars sadly laughable at Monaco. Although Mr Roebuck rightly described Rindt's driving style when he said "the car's tail ridiculously out of line, yet perfectly under control. It looked incredible". It is a pity that most of the drivers of today cannot drive like this. Villeneuve was one, but sadly he has gone.

BIRMINGHAM ROBERT HUDSON

Yes, Jochen Rindt was one of the greatest racing *drivers of all time, Mr Hudson. Like you, I was a great fan of his. However, we appear to be talking at cross purposes. When I wrote that "Jochen's actual speed was not that high," I was referring to the cornering speed of the Lotus 49 in 1970, compared with the cornering speeds of today,* not *the average speed for the lap. Rindt went round Monaco in 1m 23.2s (from memory), exactly the same time as Arnoux's pole position this year. You write in your letter, "not forgetting the track has been changed" but this is precisely what you are doing. The track has been very extensively changed and is now a considerably longer — and slower — piece of road than in 1970. That the respective lap times of Rindt and Arnoux are identical merely illustrates the massive leap in cornering speeds between then and now. Thank you for the advice that I should read the record books, but I did go to Monaco in 1970 and saw Jochen's incredible drive. It* was *great, as you say, but the cornering speeds were high only in relation to the 49's ultimate abilities and decidedly low in comparison with the 'cars' of today. like you, however, I far preferred the* spectacle *12 years ago. Today's drivers do not drive with the tail out because their cars do not encourage it — indeed, barely permit it.* (Nigel Roebuck).

Vox populus

In view of numerous letters printed within AUTOSPORT's *Correspondence* columns over the previous year or so, I am beginning to think that the most disheartening aspect of Formula 1 racing today is the attitude of the spectators.

Surely, a positive approach to the problem we are faced with would be better than saying ". . . well, that's the last Grand Prix that I'm going to . . ." Perhaps those readers who are voicing their disillusionment fail to recognise that it is us — the spectators — upon whom motor racing thrives. After all, if there is any sanity remaining in the sport, then it must lie in the views of the spectators.

Sadly, there was only one man who realised just how important spectators (and not just Bernie Ecclestone's TV viewers) are to the sport. If the paying public had been given a say in matters, then that man, who symbolised the ideal racing 'hero', might still be racing. However, we are all wise in retrospect and we should be thinking of methods by which to amend the problems which currently pollute the atmosphere of F1.

All interested parties related to Grand Prix racing have an organisation, committee or whatever to represent them in debates, conferences etc . . . the sponsors, organisers, rule-makers, constructors (rule benders), even the press have their arguments half-listened to. Nevertheless, we spectators — who remain the life-blood of the sport — are treated as a minority. Now must be time for us to have our views listened to. The idea of an organisation which would represent spectators' views, worldwide, may seem rather unconventional but desperate measures are needed to correct desperate situations.

So why disown the sport because a few persons have become so blinded by power and commercialism that they can no longer see their own limits.

DUNNINGTON, YORK DAVE SMITH

Equality of opportunities

In FF1600 and FF2000, sporting privateers form the majority of competitors. They have virtually no chance against the works teams or the better financed semi-professional. This is obviously outside the spirit and overall principle of these restricted formulae.

It has been equality of opportunity that has resulted in the worldwide success of the Formula Ford concept. Before the racing deteriorates to the farce of Formula 3, where there is only a handful of competitive runners, is it not time to introduce further restrictions to guarantee the future of our sport?

We do not need technical restraint. We need rules that will diminish the unfair advantages of big budgets or vast resources, for instance:

1) Ban works teams.
2) Institute a protest/sale procedure to keep engines equal.
3) Introduce a maximum permitted testing calendar with compulsory registration and mandatory production of stamped testing records at race signing-on. Six test sessions a year should be ample to set up cars for circuits and to set up drivers for cars.

I would welcome replies and suggestions. What do *you* think?

ALEX POSTAN
10 Queensgate
London SW7

Historical fact

After 2,200 miles of travelling to Monaco I just had to put pen to paper to correct the score regarding the results of the Monaco Historic Race as mentioned in *Pit & Paddock* (AUTOSPORT, May 27).

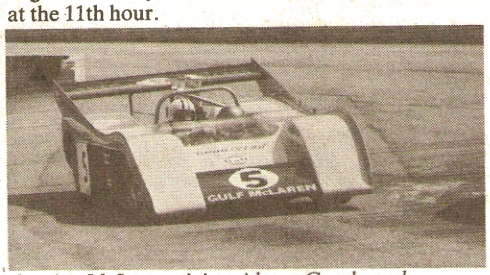
Murray Smith was not sixth in the race in the Porsche, this honour going to Alan Cottam in his fuel-injected Connaught A Type after a fine drive. Please reward this excellent effort by putting the record straight and giving it a mention. I know AUTOSPORT usually gets it right.

BEESTON, NOTTS J. W. ROBINSON

10 Then as now? 25

The lack of British participation at Le Mans was highlighted in our leader 10 years ago this week (AUTOSPORT, June 8, 1982), for only Jo Bonnier's ill-fated Lola and Alain de Cadenet's Duckhams Special could be considered contenders for outright victory after the withdrawal of former winners Gulf Racing. The Swede's effort carried the full blessing of Eric Broadley, and for the first time would be a well-financed team. De Cadenet, on the other hand, had no testing miles under the belt of this purpose-built machine, a distinct disadvantage.

The British were all powered by detuned Cosworth-DFV engines (basically the same unit which powers some of today's Group C cars in stroked-out 3.9-litre DFL configuration), de Cadenet's car being designed by Gordon Murray of Motor Racing Developments. The unreliability of the Gulf Mirage's Ford V8 engines at the Nürburgring 1000kms a couple of weeks earlier had prompted withdrawal from the Sarthe, for their special long-distance Weslake V12 engine was not yet race ready. Ferrari also pulled out at the 11th hour.



CanAm McLaren giving rides at Goodwood.

Bobby Allison won the NASCAR 500-miler at Dover, Delaware, by a lap from number 43, Richard Petty, the North Carolina ace 13 laps clear of Lee Roy Yarbrough, Jack Oliver and Dave Marcis. Bobby Unser took the USAC 150-miler at Milwaukee in his Olsonite Eagle from the Penske McLarens of Indy winner Mark Donohue and Gary Bettenhausen. Unser had taken the pole at 126mph.

In Europe, Roger Williamson and Tony Brise were dominant in the Formula 3 race at La Châtre, while the little-known Alberto Colombo beat Carlo Giorgio, the Brambillas and Pino Pica at Monza after a typical slipstreamer.

The World Championship visited the new Nivelles circuit in Belgium for the first time, Emerson Fittipaldi extending his lead in the title race having battled with the determined Clay Regazzoni until the Swiss collided with Nanni Galli's slow Tecno. François Cevert thus brought his Tyrrell home second, although Chris Amon's heroic drive in the Matra — which ran third until the thirsty V12 drank all its fuel — was poorly rewarded with one point and fastest lap.

Just like this year's Indianapolis 500, the 1957 event saw a dramatic increase in speeds compared with the year before. Sam Hanks won the race 25 years ago this week at the wheel of his Belond Exhaust Special (AUTOSPORT, June 7, 1957) at a speed of 135.6mph, lowering the record set in 1954 by Bill Vukovich by nearly 5mph, and this in spite of new restrictions on engine capacity. Second in the previous year, Hanks was a man of huge experience at the Speedway, having made his first start there in 1940. Jim Rathman (Chiropractic Special) and Jim Bryan (Dean Van Lines Special) took the next two places.

Almost speaking as a prophet, John Bolster stated in an article about the future of Grand Prix racing that, "all is very far from well in the Grand Prix sphere. Financial disputes are raising their ugly heads and races are actually having to be cancelled." The causes, reckoned Bolster, lay outside Grand Prix racing, with the high-powered sports cars which were little more than Grand Prix cars with lights and an extra seat. Particularly worrying, he said, was the high level of serious accidents in this rival category.

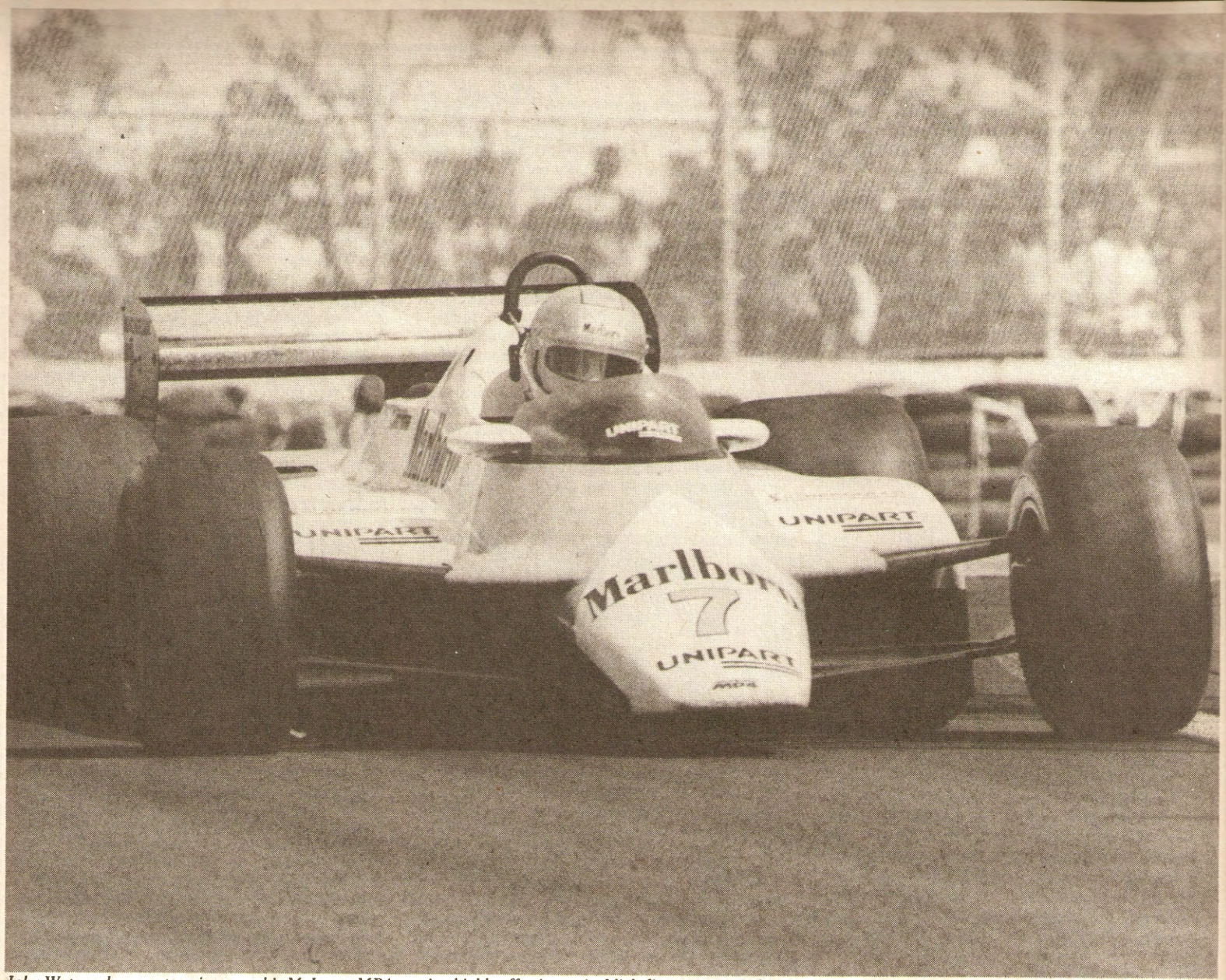
Tony Brooks takes the 'Ring 1000kms for Aston.

The Forez Six Hours at St Etienne saw Jaguars take the first three places, Ron Flockhart leading them home. The day was marred, however, by a number of crashes — one of which proved doubly fatal — and treacherous weather. Piero Carini, who had won the 1955 Dakar Grand Prix, lost his life when his Ferrari Testa Rossa went out of control. Others were more fortunate. David Piper (now of Super Sports fame) suffered a serious accident when his Lotus-Climax turned over and caught fire, thankfully without inflicting more than minor injuries on its driver, while Adrian Conan Doyle (son of author Sir Arthur) found himself briefly in hospital when his Testa Rossa crashed on this comeback outing.

Just a few weeks before the Le Mans 24 Hours it was confirmed that Stirling Moss would race a 4.5-litre Maserati with a special aerodynamic body designed by Colin Chapman and Mike Costin of Lotus. Since Aston Martin's John Wyer had gone on record as saying that open cars were definitely preferable on the Mulsanne Straight in bad weather, it seemed that Moss was gambling on good weather for his closed car.

Catchpole

by Barry Foley



John Watson drove a storming race, his McLaren MP4 proving highly effective on its Michelin tyres, to win his second Grand Prix this year. He now leads the championship.

Watson tops Motown charts

Watson wins after magnificent charge — Second place gives Cheever his best GP result — Race hastily stopped after Guerrero/Patrese incident — Pironi third — Renaults quick, but again troubled — Williams pair in the points — Piquet fails to qualify — Report & Photography: JEFF HUTCHINSON.

They say he who works hard will get his just reward. Well, that was certainly true of the organisers of the first Detroit Grand Prix, and of McLaren's John Watson, who became Motown's first GP winner. An unnecessary red flag for what was a relatively minor incident stopped the race after six laps, just as it was beginning to get interesting, but after a long delay we did eventually get a race to remember.

After three days of agonising labour pains, the Detroit organisers finally gave birth to a healthy race which saw Watson storm through from 17th place on the grid to take his second and McLaren's third win of the season with a superb drive that left everyone else in his shadow, including team-mate Niki Lauda, who crashed attempting to emulate Watson's charge. It was very reminiscent of Watson's Belgian GP win — his driving, his car and in particular his Michelin tyres were better on the day.

There was the usual Renault on pole position, and it led the race before Alain Prost fell back with a fuel metering unit problem. Keke Rosberg stepped in to take the lead by a comfortable margin and it looked as though we were finally going to see his first GP win, but once again he was a disappointed man, with Watson the cause of that disappointment.

"When Watson began to pressure me, I had to push the car hard. Up to then it had been perfect, but it all began to fall apart. The brakes started to fade, the front tyres lost all their grip and then later in the race I lost third gear," said Rosberg, who eventually finished up a distant fourth.

It was a fine drive from local hero Eddie Cheever. He breathed new life into the old Talbot-Ligier JS17 to take second place after a long struggle with Didier Pironi's Ferrari, which came in third.

Jacques Laffite was going equally well in the second Talbot-Ligier, despite losing its nose and twisting up the front wing on the back of Pironi's car as he moved through to take third place, only to lose it again in the closing stages of the race when his Matra motor lost power. He hung on to take the final point with sixth place, a lap behind, while fifth went to Derek Daly's Williams, which was ahead of Rosberg on the road but, with the addition of times from 'heat one' and the main race, dropped a place in the results.

At the end of the day, Detroit's first GP had to be a success. A claimed 100,000 watched the race, the birth of which would have been a lot easier had FISA taken notice of their own rules and made the circuit organise a pre-GP event to iron out the problems (see *Comment*).

A modest Watson said after the race: "I owe my success to a good car and the right tyres, which were chosen on the advise of Michelin." John's first feelings about his six points World Championship lead were: "It puts me in an embarrassing situation with the team." I am sure, however, there are no complaints from McLaren about his win.

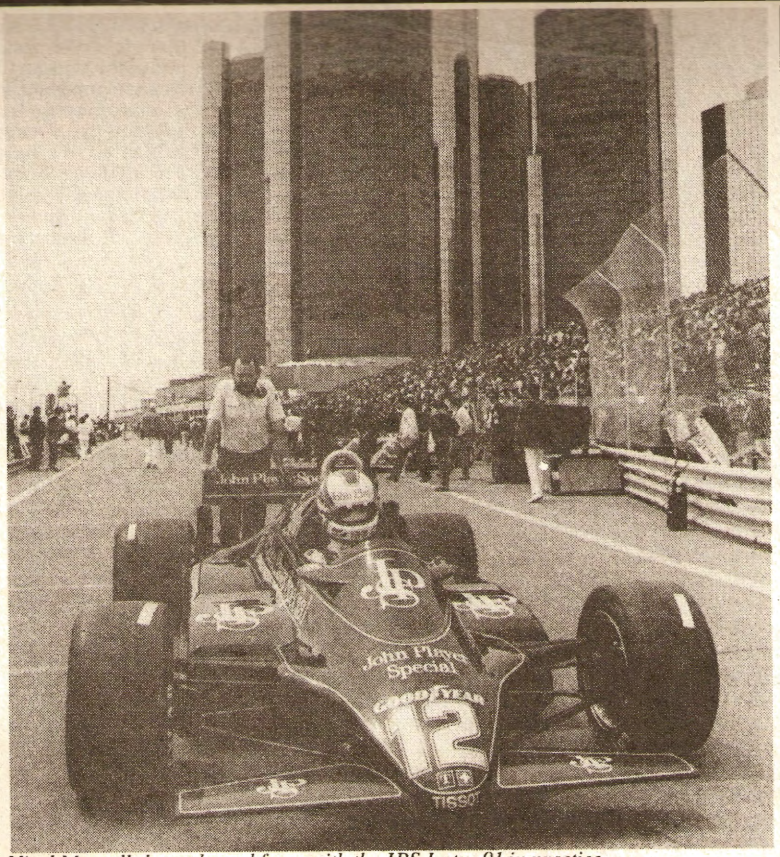
ENTRY & PRACTICE

It was a scramble for all the teams to make it from Monaco to Detroit in a little over a week, one which the Toleman team did not make after their transporter broke down on the way back to England; but the 29 remaining cars were ready and waiting in Detroit on schedule. Unfortunately, their mad dash could have been a little more relaxed, for when they arrived on the banks of the Detroit river, the track wasn't ready and they had to spend plenty of time waiting.

There was good sense in the rule that demanded a new circuit should hold some kind of warm-up race before staging a Grand Prix, especially a street circuit which is not even open to inspection until race weekend. However, once again it would seem that money talks louder than common sense. The rules were conveniently changed to suit the circumstances and FISA gave Detroit the go-ahead to willing but inexperienced race organisers, who would have been far better off learning the mistakes with some quiet little Formula Atlantic race before exposing themselves to world attention and World Championship Grand Prix racing.

The track was still being constructed as Thursday's practice day came and went, while the first track inspection by the drivers revealed a lack of adequate run-off areas and tyre protection which added still further to the delays as thousands more tyres had to be found, marshals' posts relocated and run-off areas improved where there was still the possibility. Practice slipped further and further behind schedule and it was not until 4pm on Friday afternoon, following a final track inspection by Niki Lauda and Didier Pironi, that the football and frisbee games in front of the pits came to a halt and the Grand Prix circus could go back to work.

As the first cars echoed around the tall buildings all around the track they added a wild new sound to Motown music. There was a sense of relief, but with the first hurdle down there were plenty more to be overcome before Sunday night.



Nigel Mansell showed good form with the JPS Lotus 91 in practice.

Nobody appeared to have learned the lesson of Long Beach. There were no cranes to hoist away crashed or stranded cars and the prospect of crash trucks in even more confined spaces was as daunting as leaving the cars where they lay.

The $800,000 track resurfacing, completed just a couple of weeks before the race, was another unknown factor, which the lack of practice did little to resolve. If the tyres started pulling up the surface, as they have done on so many other freshly surfaced tracks, the Detroit GP could rapidly turn into a demolition derby. Fears of the track being too bumpy were soon confirmed in the opening laps. The "very smooth" surface boasted by the organisers might have been smooth for a Cadillac at 50mph, but a whole lot different for a GP car with almost solid suspension and a top speed of 150mph on parts of the track. Twenty corners, including a couple of very tight hairpins (which were giving several drivers very serious problems getting around without stalling their engines!) soon brought the average lap speed well below 100mph to somewhere around 80mph, making it even slower than Monaco.

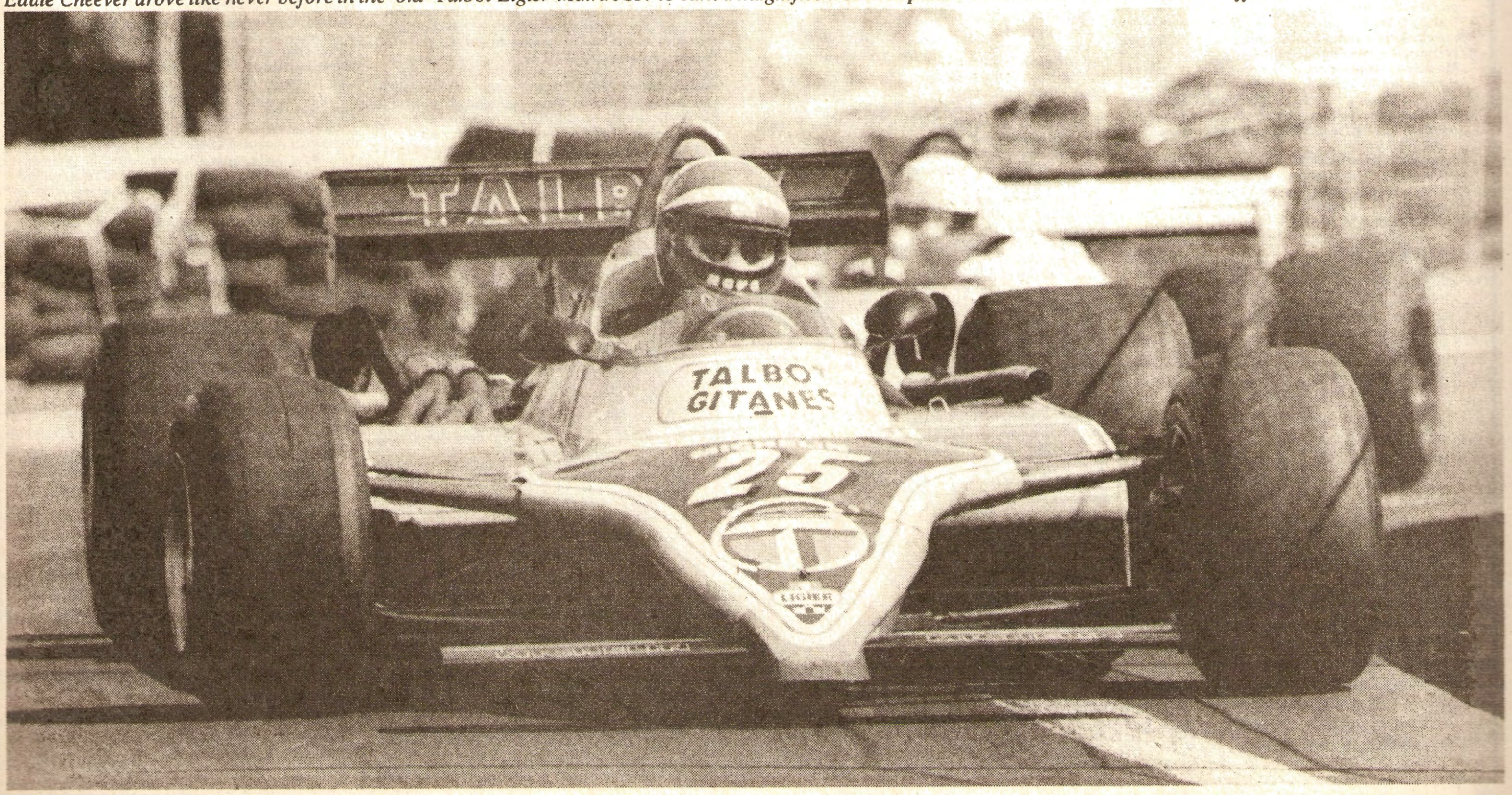
There were some desperate looking bumps and even a railway line crossing the circuit at one point, but having said all that it was not as bad as people had thought it might be. "The bumps are bad, hard on the car, for sure, but for the driver they are not as bad as they are at Monaco. There the bumps set up a frequency so that you can hardly see where you are going, but here it's one big bump, and once you ride over it it's not so bad," said Keke Rosberg, while Riccardo Patrese thought much the same and added: "You can drive off line and avoid most of the worst bumps. Once most of the drivers got a few laps behind them they also found it easier to set up a nice rhythm, unlike Monaco, "Where you are always right on the edge and half out of control," added Rosberg.

As for downtown Detroit itself and the Renaissance Centre around which the circuit was constructed, it certainly bore very little resemblance to the charm of Monaco we had left behind a fortnight ago. A huge maze of cement and glass housing the entire GP entourage saw as many complaints as the delays as everyone got lost for the first couple of days. Cars decorated the tiered walkways, rock-and-roll from a live band echoed throughout its cavernous interior and while it might not have been to everyone's taste it was certainly a new experience in American culture.

The mechanics found themselves working in an underground car park. While the bare pit lane a few hundred yards away might have been suitable for the sunnier climes of California, in a cool Detroit with rain falling it was not much fun.

The rush from the previous race meant that there were very few technical changes to the cars, although Ferrari had managed to fit a new Williams type front suspension on one of their cars and there was also rumour of an exceptional water injection system which was a very closely guarded secret. Certainly one car was carrying a small water container and some system to inject water into the fuel mixture which increased the power just like the water injection systems used on many jet aircraft. Williams were trying carbon discs on their spare car, while in the next pit Piquet had a new smaller turbocharger fitted to his BMW engine in a bid to improve throttle response. From Pirelli there was a new tyre construction which Arrows tried and found considerably better, but as there was only one set ▶

Eddie Cheever drove like never before in the 'old' Talbot Ligier-Matra JS17 to earn a magnificent second place — the team's best result since Laffite's win in Canada last year.



goodwood travel ltd

The 1982 season has suddenly become much more significant for British enthusiasts and there is a real possibility that we could be toasting a British champion at the end of the season. Certainly, John Watson's drive through the field in Detroit was a stirring sight and one or two similar efforts this summer could clinch the ultimate prize for him.
It looked good on TV but there really is nothing like being there to savour the atmosphere of such races. We have a number of tours to the German and Austrian Grands Prix in August when we feel that the championship will be at its most exciting, and the itineraries for them are detailed below. To obtain tour copy of our brochure call us on Canterbury (0227) 65967, or send the coupon to Goodwood Travel Ltd., St. James House, Castle Street, Canterbury, Kent CT1 2QZ.

German grand prix hockenheim august 8

The Hockenheim ring is unique in Grand Prix racing in having a stands area more like a stadium. Consequently the sounds of racing engines and cheering crowds echo around and add considerably to an electric atmosphere. It is a very fast circuit and always provides close racing.
Our excellent selection of tours includes the 'Petit Prix' itinerary, a Video Cruise, a Racing School tour and a fabulous two-week holiday which also visits the Austrian Grand Prix, and the Mercedes Museum in Stuttgart.
An unbeatable selection of tours — make sure you're on one of them!

TOUR GT22 £29

Petit Prix
* Amazing value
* Full day at Hockenheim

ITINERARY

Saturday, August 7th: Our coach leaves London at 1330 and arrives in Dover at 1600. You board the Townsend Thoresen ferry at 1630 for the crossing to Zeebrugge. Arrival in Zeebrugge is at 2130 and your coach will then take you on the fast overnight journey through Belgium to Germany and Hockenheim.

Sunday, August 8th: Arriving in Hockenheim early morning, the day is then free to enjoy the Grand Prix. After the race you rejoin your coach for the drive back to Zeebrugge. There will be plenty of stops on the way for refreshments and a meal.

Monday, August 9th: Boarding the ferry at 0300, you depart Zeebrugge at 0400, arriving back in Dover 0700. For those who have booked it, our coach will take you back to London.
London Coach Service: £5

TOUR GT23 £83

Goodwood
Video-Cruise
Long Weekend by Sea and Coach
* One day and one night on Olau-Line
* £7 Duty-Free voucher
* Two nights in Heidelberg
* See practice

ITINERARY

Friday, August 6th: Our coach leaves London at 0700 and arrives in Sheerness at 1000 when you check in and board "Olau Hollandia". You are then free to enjoy the facilities on board, and of course, the motor racing film which we shall be showing in the ship's video lounge. Arriving in Vlissingen at 1900, your courier will show you to your luxury coach for the overnight drive to Hockenheim. There will, of course, be stops for refreshments and a meal on the way.

Saturday, August 7th: Arrival in Hockenheim is in the early morning giving you the whole day to enjoy the practice sessions before driving the short distance to the beautiful town of Heidelberg where you stay for two nights.

Sunday, August 8th: Our coach will take you to the Hockenheim for the Grand Prix, returning you at the end of the day to Heidelberg.

Monday, August 9th: The morning is free for sightseeing in Heidelberg before returning once again to Vlissingen. You board Olau Hollandia at 2130 and after collecting your cabin key, you can relax with a drink in the lounge bar and have dinner in the restaurant.

Tuesday, August 10th: Arrival in Sheerness is at 0700, and for those who have booked it, our coach will be waiting to take you back to London.
Single Room Supplement: £12
London Coach Service: £5

TOUR GT24 £225

Goodwood
Video-Cruise
* One day and one night on Olau-Line
* £7 Duty-Free voucher
* Two nights in Heidelberg
* Andre Pilette Racing School
* 2 nights in Antwerp
* 3-day racing school course

ITINERARY

Friday, August 6th: At 1000 you check in and board "Olau Hollandia". You are then free to enjoy the facilities on board, and of course, the motor racing film which we shall be showing in the ship's video lounge. Arriving in Vlissingen at 1900, you courier will show you to your luxury coach for the overnight drive to Hockenheim. There will, of course, be stops for refreshments and a meal on the way.

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Sunday, August 8th: Our coach will take you to the Hockenheim for the Grand Prix, returning you at the end of the day to Heidelberg.

Monday, August 9th: After an early breakfast you drive north to Zolder where your course begins after lunch. There'll be an introduction to the course, classroom theory and written tests. Then, after walking the circuit for racing lines and braking points to be explained, you will be driven round in the school's saloons by the instructors. At around 1900 you drive to Antwerp just an hour away and check in to your hotel in the centre of the city. Two nights bed and breakfast have been reserved for you.

Tuesday, August 10th: First lessons in the school's Formula Ford and Formula V single-seaters. The morning will be spent driving the first six corners of the circuit, and the afternoon learning the last six. Andre Pilette and his instructors will lead and follow pupils to assess and instruct.

Wednesday, August 11th: The day will be spent lapping the full Grand Prix circuit, and at the end of it, the Goodwood Travel Trophy will be presented to the most promising pupil. Leaving Zolder at 1800, the coach will take you back to Vlissingen where you board "Olau Hollandia" at 2130. After collecting your cabin key, you can relax in the lounge bar and have dinner in the restaurant.

Thursday, August 12th: Arrival in Sheerness is at 0700.
Single room supplement: £36

TOUR GT25 £199

Enthusiasts Holiday
Goodwood
Video-Cruise

Enthusiasts Holiday
* Night and Day sailings on Olau-Line
* £7 Duty-Free voucher
* Two nights in Heidelberg, 2 nights in Salzburg, 3 nights in Stainach, 3 nights in Stuben, 1 night each in Stuttgart, Boppard and Munich.
* Visit Mercedes Museum
* See practice for both Grands Prix

ITINERARY

Friday, August 6th: At 1000 you check in and board "Olau Hollandia". You are then free to enjoy the facilities on board, and of course, the motor racing film which we shall be showing in the ship's video lounge. Arriving in Vlissingen at 1900, your courier will show you to your luxury coach for the overnight drive to Hockenheim. There will, of course, be stops for refreshments and a meal on the way.

Saturday, August 7th: Arrival in Hockenheim is in the early morning giving you the whole day to enjoy the practice sessions before driving the short distance to the beautiful town of Heidelberg where you stay for two nights.

Sunday, August 8th: Our coach will take you to the Hockenheim for the Grand Prix, returning you at the end of the day to Heidelberg.

Monday, August 9th: The morning is free in Heidelberg before departing for Stuttgart where 1 night's bed and breakfast accommodation has been reserved for you.

Tuesday, August 10th: This morning you visit the superb Mercedes Museum, before continuing to Munich, where you stay for 1 night. A visit to one of the famous Beer Halls is not to be missed!

Wednesday, August 11th: the morning is free for shopping and sightseeing, and you may like to vist the BMW museum. In the afternoon you drive to Salzburg where two nights' bed and breakfast accommodation has been reserved for you.

Thursday, August 12th: Day free in Salzburg. This beautiful city has so much to see from the quaint old town, the castle, to the Mirabell Gardens. We'll also be offering an optional excursion to Berchtesgaden.

Friday, August 13th: The morning is free in Salzburg before driving southwards to the village of Stainach where three nights' half board accommodation have been reserved for you.

Saturday, August 14th: A day to relax in the mountain scenery, or take the coach to the Österreiching to see practice.

Sunday, August 15th: After an early breakfast the coach will take you to the Österreiching for the Grand Prix, returning to Stainach at the end of the day.

Monday, August 16th: Departing mid-morning, you drive westwards through some of Austria's most spectacular scenery in the Tirol. There will be a lunch stop in the city of Innsbruck before continuing over the Arlberg Pass to Stuben where three nights' half board accommodation have been reserved for you.

Tuesday, August 17th and Wednesday, August 18th: Days free in Stuben. this picturesque village is surrounded by snow-capped mountains and is the ideal place for relaxation. During your stay there'll be optional excursions to the Silvretta high alpine road and the Principality of Liechtenstein, and we'll be laying on a Tyrolean evening of music, dancing and drinking.

Thursday, August 19th: Leaving after breakfast you drive back into Germany and on the motorways to Boppard on the Rhine where one night's bed and breakfast accommodation is reserved for you.

Friday, August 20th: The morning is free for sightseeing or perhaps a short trip by Rhine steamer before returning to Vlissingen. You arrive here in time to board "Olau Hollandia" at 2130. After collecting your cabin key, you can relax in the lounge bar and have dinner in the restaurant.

Saturday, August 21st: Arrival in Sheerness is at 0700.
Single Room Supplement: £52

TOUR GT26 £83

Goodwood
Video-Cruise
Long Weekend by Sea and Coach
* Day sailings on Olau-Line
* £7 Duty-Free voucher
* Two nights in Schladming

ITINERARY

Friday, August 13th: Our coach leaves London at 0800 and arrives in Sheerness at 1000 when you check in and board "Olau Hollandia". You are then free to enjoy the facilities on board and, of course, the motor sport films which we shall be showing in the ship's Video Lounge. Arriving in Vlissingen at 1900, your courier will show you to your luxury coach for the overnight drive on the motorways through Belgium and Germany to Austria. There will naturally be a number of stops on the way for meals and refreshments.

Saturday, August 14th: Arriving in Schladming, home of the 1982 World Ski-ing Championships, in the afternoon, you check in to your hotel where two nights' bed and breakfast accommodation have been reserved for you.

Sunday, August 15th: After an early breakfast our coach will take you to the Österreiching for the Grand Prix. You return to Schladming at the end of the day.

Monday, August 16th: The morning is free to relax and sightsee before returning to Vlissingen. Once again, there will be stops on the way for meals and refreshments.

Tuesday, August 17th: You board "Olau Britannia" at 1100, and again you are free to enjoy all the facilities on board. Return arrival in Sheerness is at 1900. For those who have booked it, our coach will be waiting to take you back to London.
Single Room Supplement: £10
London Coach Service: £5

TOUR GT27 £195

Goodwood Jet

One Week Austrian Holiday
* Return flights on British Airways
* Luxury continental coach
* 3 nights' half board in Schladming
* 4 nights' half board in Stuben
* Circuit admission included
* Tyrolean Evening

ITINERARY

Friday, August 13th: Your flight by British Airways Trident jet departs London, Heathrow at 0940 and arrives in Munich at 1225 local time. On arrival here your luxury continental coach will be waiting to take you into Austria to Schladming where you arrive in the late afternoon. 3 nights' half board accommodation has been reserved for you here.

Saturday, August 14th: Free in Schladming or join our excursion, included in the price of the tour, to the Österreiching to see the practice sessions.

Sunday, August 15th: After an early breakfast you leave for Österreiching to see the Austrian Grand Prix. Basic circuit admission is included in the price of the tour. At the end of the day you return to Schladming.

Monday, August 16th: Departing mid-morning, you drive westwards through some of Austria's most spectacular scenery in the Tirol. There will be a lunch stop in Innsbruck before continuing over the Arlberg Pass to Stuben, where four nights' half board accommodation have been reserved for you.

Tuesday, August 17th — Thursday, August 19th: Free in Stuben. During your stay there'll be optional excursions, to the Silvretta High Alpine Road, the principality of Liechtenstein and to Lech. We'll also be laying on a Tyrolean Evening of music, dancing and drinking!

Friday, August 20th: Leaving Stuben mid-morning you return to Munich where your flight, again by British Airways, departs at 1625. Return arrival at London Heathrow is at 1720 local time.
Single Room Supplement: £21
Price for child under 14: £175

Austrian grand prix zeltweg aug 15

Motor sports enthusiasts are almost unanimous in their praise of the Österreiching. It is a lovely circuit set amongst pine-clad mountain slopes, and its races are always very fast and close. The viewing is superb, and the shops, amusements and beer halls give it a fairground atmosphere. We are sure that if it were closer to Britain, it would probably be the most popular of all events.

Apart from the two-week holiday described in preceding pages, we are offering two other tours to Austria. We have a Video-Cruise weekend at just £83 and our Great Austrian holiday which will enable you to see much more of the beautiful lakes and mountains scenery of this delightful country. This tour represents remarkable value and promises to be one of the highlights of our season.

For your free brochure send the coupon to:
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or telephone 0227 65967

Please send my free Goodwood Brochure

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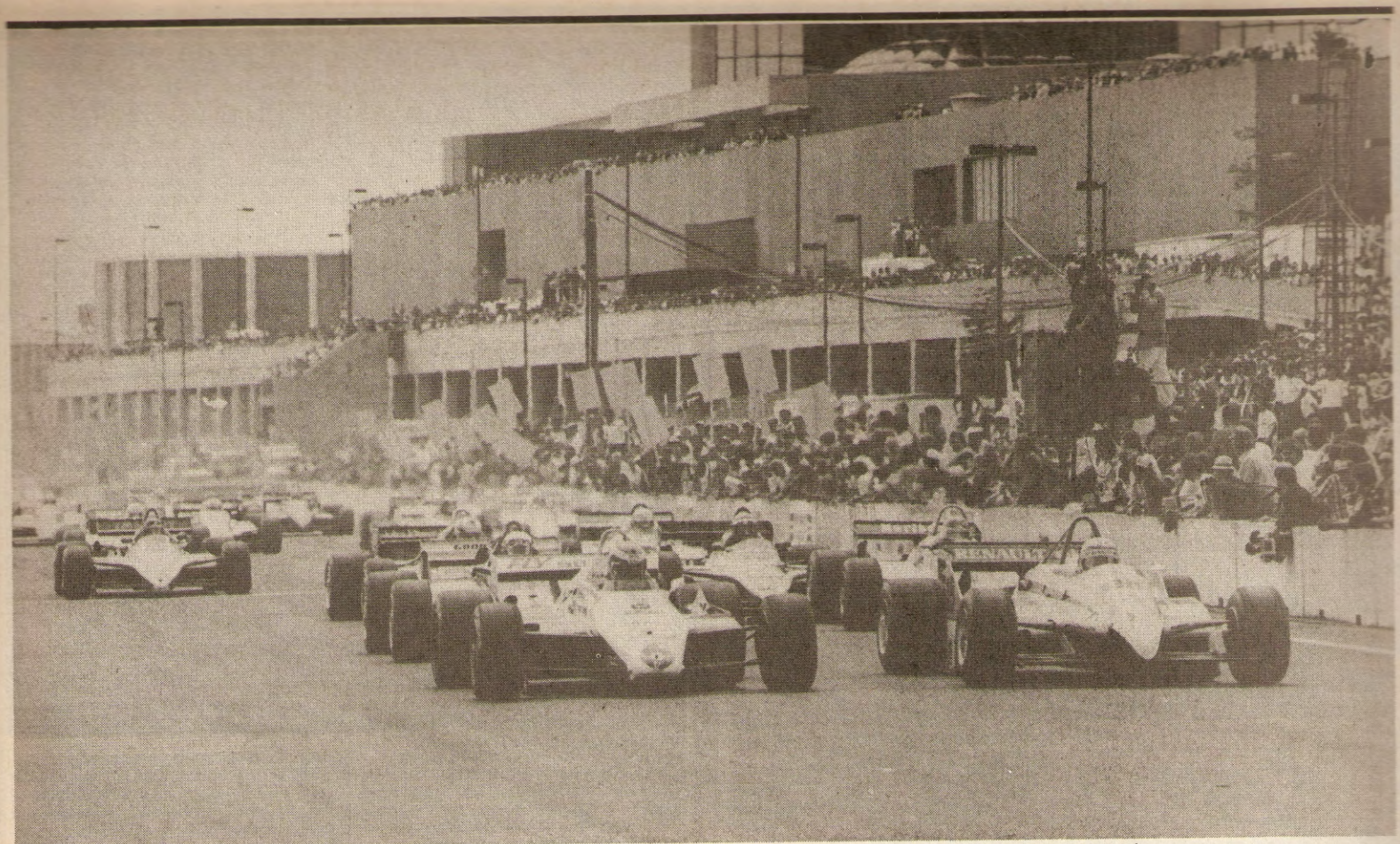


Six laps only of the race had run when an accident between Patrese and Guerrero stopped the proceedings. Rosberg and Prost lead the second getaway.

continued

available and not in the right compound it was something they could not really benefit from in Detroit.

With practice reduced to just one hour on Friday and two one-hour sessions on Saturday it was decided to make Friday's practice untimed and both Saturday's sessions counting for grid placings. There was precious little time for the drivers to learn the track, set up their cars and sort out gear ratios before battling for grid positions, but their task became even more difficult when rain fell throughout Saturday afternoon effectively limiting timed practice to just one hour, and total practice to two.

"We are under a lot of pressure for the race," remarked Prost, who was doing better than most after setting fastest time on Saturday morning which was to ensure him pole position for the race. As in Monaco, the Renault team showed that their latest engine modifications now make them just as competitive on a slow circuit as they are on a fast one, although their Friday practice did not start out as well as they had hoped. Prost lost a lot of time with an electrical problem on his race car and eventually was forced out in the spare car. Meanwhile, Arnoux came back to the pits on foot after clipping a wall with the rear left suspension, so he was forced to sit out the last 30 minutes.

Jan Lammers's luck ran out early when the throttle stuck open on his Theodore. The car understeered off the track and hit the wall wrenching the steering from his grip with such force that it broke his thumb. He had to be operated on and have it pinned which will certainly put him out for Montreal, while his chances of making his home Dutch GP do not look very promising.

The pounding the track was giving the cars was soon confirmed by Jean-Pierre Jarier when he brought his Osella into the pits with a fractured rear cross beam and the whole left corner askew. He jumped straight into his T-car only to stop a few laps later when the engine went on that! Bruno Giacomelli demonstrated the inadequacy of the run off areas when he missed his braking and went up the escape road, only to find that he was stuck there and did not have the room to turn around. Several other drivers also suffered the embarrassing moment of stalling their cars at the hairpin, but otherwise Friday saw no other serious incidents.

Saturday dawned cool and grey, and with the threat of rain in the air there was a sense of urgency as everybody, ready or not, struggled to set the best time they could for fear that it might be wet in the final session.

Once again the Alfa Romeos proved to be very effective on a slow, tight track and it was de Cesaris who set the quickest time on Friday, but just as in Monaco it was the Renault which turned up the wick to take pole position just 0.3sec faster than de Cesaris who, despite his speed, was complaining of power understeer as well as slower traffic every time he went for a quick lap. "I set my best time on tyres which had already done 13 laps. For sure I could have gone as fast as the Renault if I had had a clear lap at the beginning" said Andrea. Front row of the grid was still a good effort, but he blotted his copybook in the afternoon when he crashed in the wet entering the tunnel section where the surface was exceptionally greasy.

"Perhaps I touched the wall going in, because the car suddenly went the opposite way to the corner and I spun and hit the wall," said de Cesaris, who was flat out in fourth gear at the time. The car took it well. Bent suspension on the right side was the only serious damage and the team had the car ready to run again for Sunday's race. Fortunately it was only his T-car, and he had managed an impressive second quickest before the incident. His team-mate Bruno Giacomelli did not run in the wet, his morning time putting him on the outside of the third row.

Roberto Guerrero's performance showed the significance of tyres. He qualified his Michelin shod Ensign in eleventh place but only lasted six laps of the race.

Keke Rosberg was again the quickest Goodyear/Ford combination, feeling that he could have made the front row, but just as he was going for his quick lap on qualifying tyres (after running full tanks and race rubber for the first half of the session), he was flagged to a stop while John Watson's damaged McLaren was towed back to the pits after a wheel-banging session with Chico Serra's Fittipaldi. Keke's team-mate Daly was disappointed with the handling of his car and could not better 12th quickest, although his disappointment was lessened after practice when the mechanics found a broken rear shock absorber which had been the cause of all his problems.

Outside of the second row went to Pironi's Ferrari, his T-car fitted with the revised front suspension which he preferred and decided to use for the race.

Sensation of practice was Manfred Winkelhock in the ATS. The seemingly fearless German threw his car around with great abandon to take fifth quickest time, although his team-mate Salazar found himself at the back of the grid after a miserable time with his car. "It's not handling right and we cannot find the problem," said Alistair Caldwell. A spin in the morning saw Salazar lose most of the vital first session, the same thing giving him very little practice on Friday, especially when he rushed back to take over the T-car only to have that in trouble when the starter bendix jammed.

It was an all-Lotus fourth row as Mansell and de Angelis took the next two places, Lotus running both their cars with no rear bodywork on this slow circuit to improve cooling and engine breathing. Both the Lotus drivers found traffic as they went for their quick laps on qualifying tyres. Both reckoned they had a lot more to come, but the rain put a stop to that. ▶

After hauling in Alain Prost, Keke Rosberg had an enormous lead until his tyres started to go off, demoting him finally to fourth.

F1 WORLD CHAMPIONSHIP **DETROIT GP** **7**

continued

Although the Ligier team brought their new JS19 to this race, it was as a spare car only and never turned a wheel throughout practice. Instead, they relied on the old JS17s for Laffite and Cheever, which turned out to be a good choice, for Cheever set an impressive ninth fastest while Laffite ended up back in 13th place, also held up by the Watson incident and setting his time on his very last flying lap.

Niki Lauda shared the fifth row with Cheever, the Austrian just as unhappy with the handling of his McLaren here as he had been at Monaco. "The car is terrible, understeering badly and we cannot do anything about it, but at least I know why," said Lauda, the problem being that the car's aerodynamics were simply not effective enough on such a slow circuit.

Lauda was quickest in the wet however, while Watson was fourth fastest, so as far as the McLaren team were concerned a wet race would suit them better than a dry one. Watson's incident with Serra, who did not see him as he went inside the Fittipaldi under braking, cost him much of his valuable hour's practice and although he got out in the T-car in which he set his time, he was unable to make better than 17th time.

The Ensign team resolved their tyre problems with Michelin and it certainly improved their fortunes. From his normal struggle at the back end of the grid, Roberto Guerrero jumped up to 11th on the grid despite understeering problems and having to get used to a whole different driving style with his car on radial tyres. It was a really good effort from the Colombian driver.

This race was not a happy one for the Brabham team. Patrese was unhappy with the handling of his car which he described as "very nervous," and never got a clear lap on qualifying tyres, which saw him back in 14th place, while it was a disastrous showing for Nelson Piquet who became the first World Champion not to qualify in his championship year since Jody Scheckter's penultimate race for Ferrari in Montreal, 1980.

He did only a few laps in his race car before he stopped out on the track with a broken engine and then the spare car had electrical problems and would not pick-up at low revs, so he ended up slowest on Saturday, the rain preventing him qualifying the Ford-powered car in the final session.

Another spin saw René Arnoux relegated to the eighth row of the grid after a lot of delay getting back to the pits, while Michele Alboreto was disappointed that his promising Friday showing came to nothing when he could not get his qualifying tyres working properly despite plenty of laps.

Jochen Mass shared the ninth row with Watson, ahead of Marc Surer's Arrows and Brian Henton's Tyrrell on the 10th row. Boesel headed the 11th row in the second March, which was oversteering badly on qualifying tyres. He had a different rear tyre fitted to his car compared to Mass and thought that might have been the trouble.

A frustrated Jean-Pierre Jarier found himself back on the 11th row, frustrated with his Pirelli tyres which he reckoned was his biggest problem. "When you look at the sudden difference to Guerrero after his switch to Michelin it makes it even more frustrating," said Jarier who had his team-mate Paletti alongside him, even though he was over a full second slower.

Eliseo Salazar completed the last row with Serra, who was thankful to be in the race with his car which he complained had no grip at all, understeering and oversteering badly over the bumps — "we think because the skirts are not working properly."

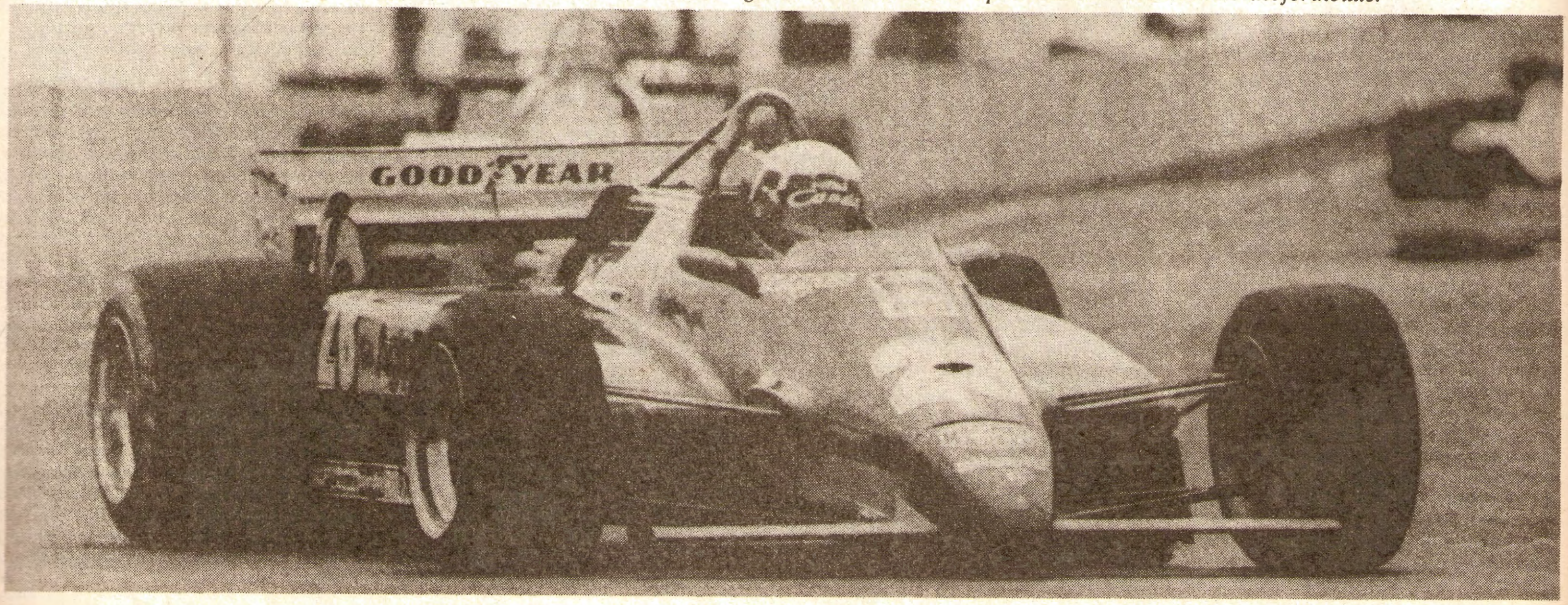
Besides Piquet and Lammers, Emilio de Villota was the only other disappointed non-starter, the Spaniard complaining that the back end of his March was steering the front, the team finding that once again the rear wheel bearings had developed a lot of play in the uprights just as they had at Monaco.

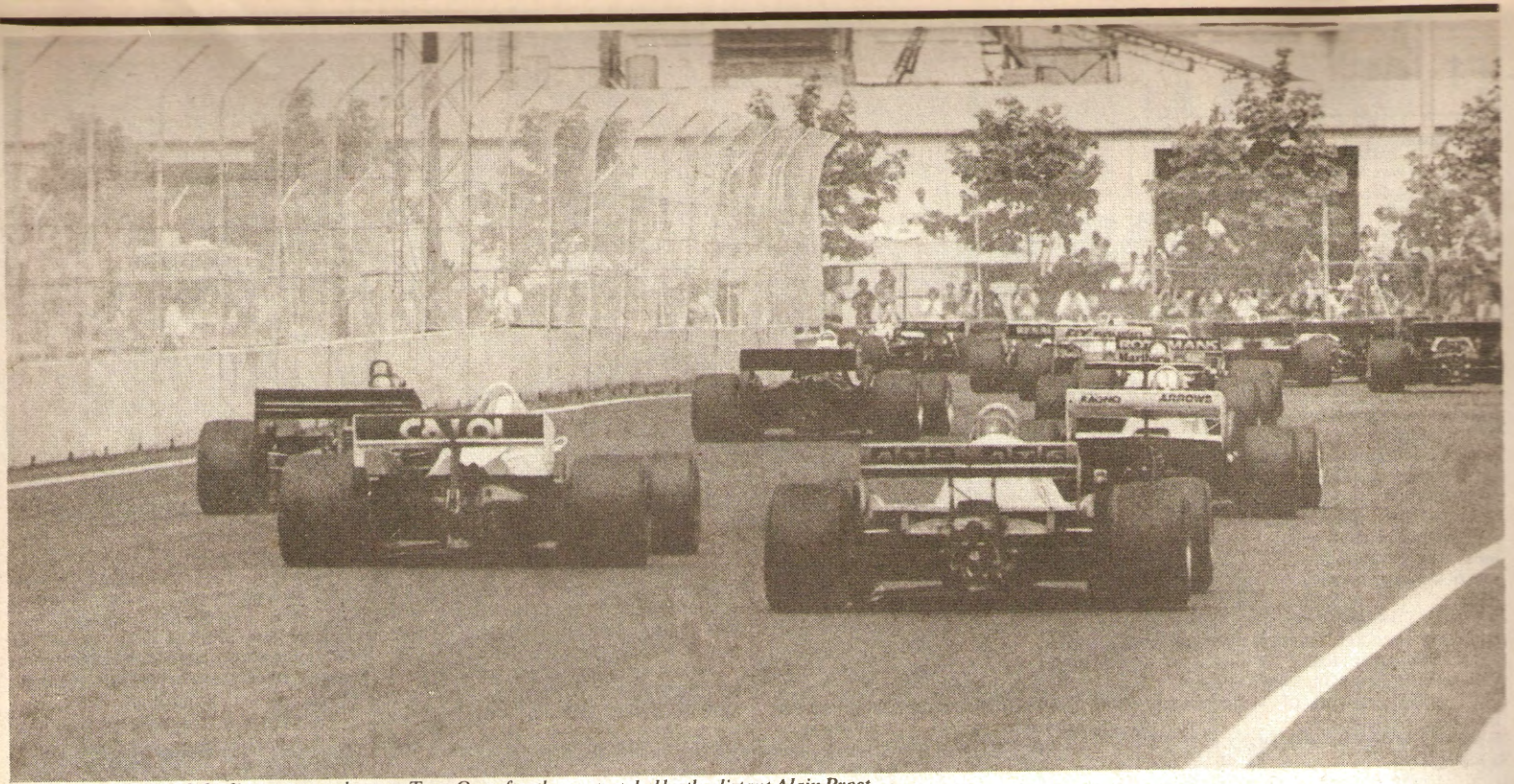
THE GRAND PRIX

After all the delays and uncertainty of practice, there was almost a feeling of relief rather than excitement as the cars lined up on the grid ready for the 2.20pm start. A flotilla of little boats, plus a great big old-fashioned steam boat with a banner exclaiming "Dodge salutes the Detroit Grand Prix" down the side had gathered in the choppy waters of The Detroit river beside the start/finish line. Everyone was eagerly awaiting the off.

Everyone but the Osella team, that is. During the pre-race warm-up, Jarier had an oil leak onto the exhaust system which

More World Championship points in the bag for Didier Pironi. The Frenchman brought his Ferrari home in third place and now lies third in the race for the title.





The field—or what's left of it—swarms down to Turn One after the re-start, led by the distant Alain Prost.

started a blaze at the back of his car. A fire marshal struggled to get an extinguisher working and in the end it was Jarier who took it and put the fire out himself, by which time enough damage had been done for the team to decide that Jarier should use Paletti's car for the race. That was not the end of their troubles. As Jarier drove around to the grid, he stopped out on the circuit with a punctured rear tyre and by the time he got back to the pits to take out the ill-sorted spare car he was then too late to join the grid, and had to wait in the pit lane to start the race from back after the green light.

It was a good clean start when the red light turned to green, Motor City music echoing off the Renaissance Centre as Prost and de Cesaris got away almost side-by-side. Rosberg made a brief attept to squeeze between the Renault and the wall after a great start from the second row.

Once the turbo had got itself wound up to full boost, Prost had little trouble outpacing the rest into the first corner, and was soon pulling away from his aggressors. Everybody made it through Turn One without incident, but by the time the Renault flashed into sight at the end of the first lap we were already missing Baldi. He had run his Arrows over the back of Boesel's March at one of the hairpins, putting the Arrows out of the race on the spot with a badly damaged front end. Boesel was able to limp the March back to the pits where it was retired with broken rear suspension.

Alboreto was also in the pits at the end of the first lap after banging wheels with Daly, the Tyrrell needing a new track rod before he could continue.

The surprise of the morning warm-up session had been Winkelhock's ATS heading the time sheets. Manfred was all fired up to head the race after the start, but his enthusiasm got the better of him on lap 2 when he hit the wall, adding yet another car to the fast-growing list of retirements. On lap 3, it was de Cesaris's turn when he brushed a wall. This must have loaded up the driveshaft, for at the end of the lap he limped into the pits with one of the Alfa's driveshafts broken, leaving Rosberg a clear road to Prost, who had already pulled out several seconds over the rest. Behind Rosberg, the gap was growing as Pironi, his Ferrari heavy on fuel and light on brakes, set up a comfortable cushion for Rosberg with Mansell, Giacomelli, Cheever, Arnoux, Lauda, Laffite, Guerrero, de Angelis, Mass, Watson and Patrese following on behind.

Rosberg soon began to pull back Prost's lead. The race was just beginning to settle down when lap 7 saw the red flag come out at the start/finish line. There were a few nasty moments as a couple of cars came roaring through the chicane to see the road blocked ahead of them, but everyone pulled up safely, got out of their cars and started wandering about the grid finding out what had gone wrong.

Elio de Angelis had the answer, his right front wheel showing signs of blue paint where he had come into contact with Guerrero's Ensign at the first turn, one of the widest parts of the track. "He was taking a very wide line at this corner and I drove inside. He cut across and went over my front wheel," said de Angelis. His story was backed up by Watson, who had a grandstand view of the crash. Watson had no trouble driving around the stationary Ensign, but for some reason Patrese arrived, locked his brakes and slid straight into the tyre barriers on the outside of the turn. He jumped out and then the rear brake duct of the Brabham began to burn from the hot disc, throwing the fire marshal into action after he had tripped over his extinguisher and finally got it going . . .

The rest of the field went through under the yellow flag without any problem, but by that time somebody had ordered the red flag. It was an over reaction to the situation, and the Detroit Grand Prix came to an embarrassing stop barely ten minutes after it had started. Having done that, there was then a ridiculous delay of just over an hour while teams added fuel, changed tyres, skirts and anything else that didn't look right. The drivers were strolling around the grid, taking a drink and trying to take the whole affair seriously, although it was fast becoming a farce.

"We wanted to have a pace car, but they wouldn't listen. Now I get to stop every ten minutes for a drink. Good way to go racing!" said Lauda. Rosberg stood around and watched the Renault team change tyres and a skirt on Prost's car, effectively putting him back in the race.

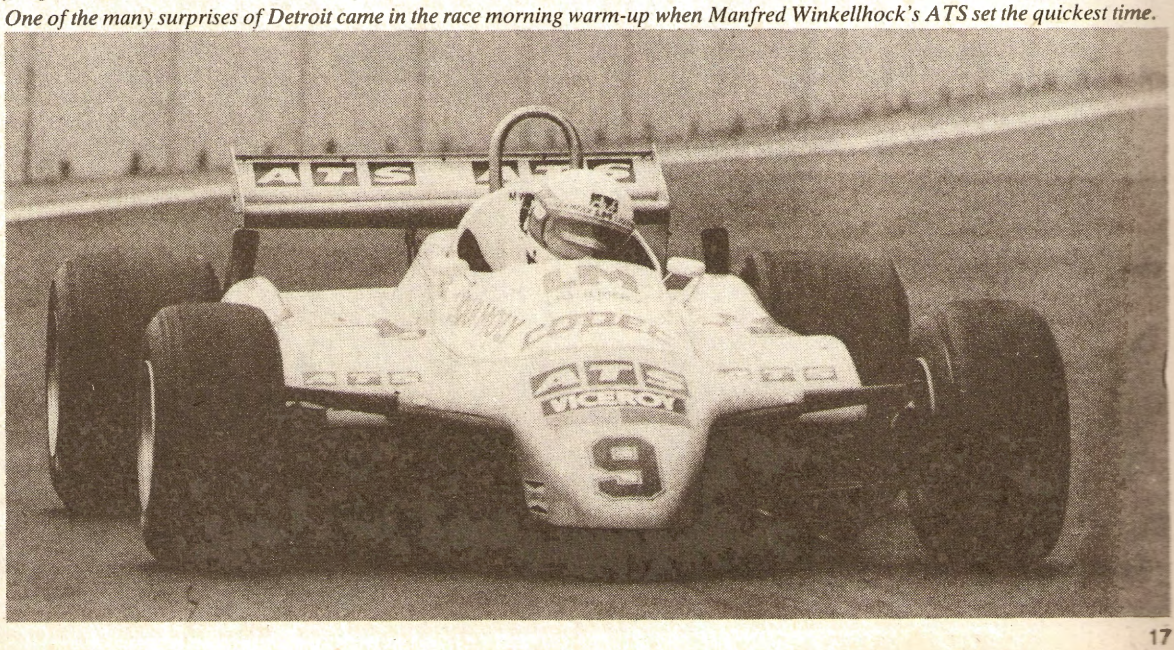
"I was three seconds behind him when the flag came out and I would have got him for sure in the next five laps. His tyres were graining badly," complained Rosberg, who now had to steel himself up to do it all again. "I'm not sure that Grand Prix drivers are built to make three of four starts in a day," he said. This was the prospect they were all facing if the red flag was going to be hung out every time there was a minor shunt.

Finally, a new grid was drawn up in the lap 6 finishing order, and the 20 cars still left in the race were pushed back onto the grid for a second attempt at running a World Championship event. Jarier did not go the the grid, for the luckless Frenchman had already pulled out before the crash with electrical problems.

The times from the first part would be added to the new at the end of the race, so with a 3secs advantage, Prost repeated his first start to lead Rosberg, Pironi, Giacomelli, Cheever and Arnoux into the first turn.

This time, Prost was able to leave Rosberg behind in the opening laps, while a great battle for third place developed as Giacomelli and Cheever pushed Pironi through the turns, working away at the Ferrari's brakes, the reason why Pironi could not make a clean break. ▶

One of the many surprises of Detroit came in the race morning warm-up when Manfred Winkellhock's ATS set the quickest time.



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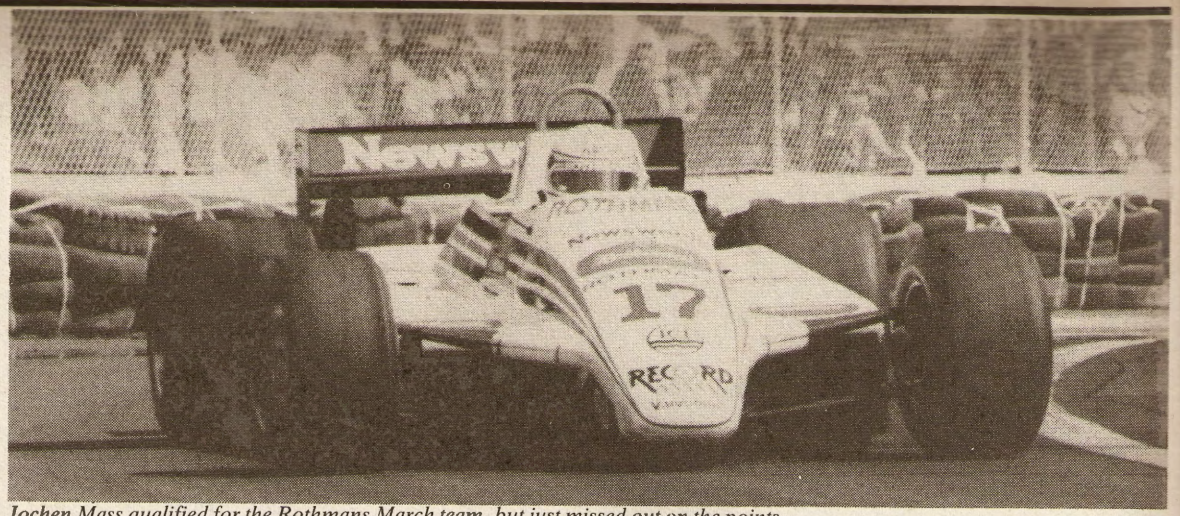
Arnoux was soon in trouble, his engine misfiring at the top end. It did not take Lauda long to find a way ahead. Mansell was in trouble with the handling of his Lotus and soon slipped back behind Daly, Laffite and Mass, ending up dicing with his own team-mate until de Angelis went missing with a broken gearbox on lap 18. Also gone from the back of the field after 14 laps was Salazar's ATS which he crashed, while Henton went to the pits to replace a loose rear wing which had nearly caused him to spin off a couple of laps before.

As the race moved towards its 20th lap, Prost's lead suddenly began to shrink considerably. He too was suffering the same fuel metering troubles as Arnoux, and by lap 23 Rosberg had closed the gap and taken the lead around the outside of one of the hairpins without any fight from Prost.

Pironi, Giacomelli and Cheever were still tied together through the turns, while Lauda was closing up on the trio, leaving Daly struggling with Laffite, who had made short work of Arnoux's sick Renault.

All eyes were now on Watson, From 13th place at the re-start, he took both Lotuses on lap 16, Mass a lap later, then Arnoux a lap after that. Laffite was in sight now and he was closing that gap very fast, taking eighth place from the Talbot-Ligier on lap 24. A lap later and he took seventh place from Daly. Just before what turned out to be half distance, for this race would never make the 75 proposed laps before the 2 hour limit was reached (at something a little over 60 laps at the speeds they were doing), Watson moved into the points as he passed Prost, by this time falling away fast before going into the pits for a long stop on lap 30.

"I have never been very good in practice, but always a strong racer," Watson has stated on many occasions, but this time he was really proving his point. On lap 33, the now revved-up 'Wattie' counted off the positions numbers on his pit board, delivering the *coup de grace* passing Lauda, Cheever and Pironi all on the same lap!



Jochen Mass qualified for the Rothmans March team, but just missed out on the points.

Giacomelli had dropped to the back of this group when he got sideways out of the first turn and nearly spun, and then when he was passed by Watson as well he got fired up to try and re-take the McLaren on the next lap. Watson went a little wide and Giacomelli went for the gap that was already closing. He was committed by this stage, and the front wheel of the Alfa ran over Watson's rear wheel. The Alfa bounced out of the race, while Watson carried on unabated.

A desperate Rosberg tried to pour on the coals with his Williams, but his 12secs lead dwindled to a couple of seconds in four laps, and on lap 37 the McLaren shot by into the lead.

This spurred Lauda into action. He took Cheever on lap 35 and Pironi next time around, and by lap 40 he was also ready to go for Rosberg, who was still technically leading the race with his first part advantage over Watson.

Lauda came up behind Rosberg at the end of the pit straight and tried to dive inside the Williams which was already moving across into the first turn. Rosberg saw him coming and expected him to back off, but the McLaren kept coming and tried to squeeze between Rosberg and the wall. He bounced off the Williams and the wall and came to a stop just around the corner with bent front suspension, out of the race. "It was a silly mistake. When I saw John coming through the field like a rocket I wasn't using my head. I was still in second place at that time. I should have known what was going to happen and waited a little longer to take Rosberg," admitted the Austrian, who had thrown away a certain six points and maybe even a win, for the lap before his crash he had broken 1m 52s for the first time, although Watson had put together a string of 1m 51s.

From then on, Watson was able to cruise home to victory, knocking almost 2secs off his lap times and still staying comfortably ahead of Cheever, who had little trouble taking Pironi and then Rosberg after Watson and Lauda had showed him how it was done.

"I couldn't get near Pironi under acceleration with all the extra weight of my car, but although my rear brakes were not too good they were better than his and I was able to close up on braking. In the end I half shut my eyes and went for the gap. I knew if Pironi had shut the door we would have both gone off," said Cheever, who ended up almost 16secs behind Watson at the flag to score his best Grand Prix result to date.

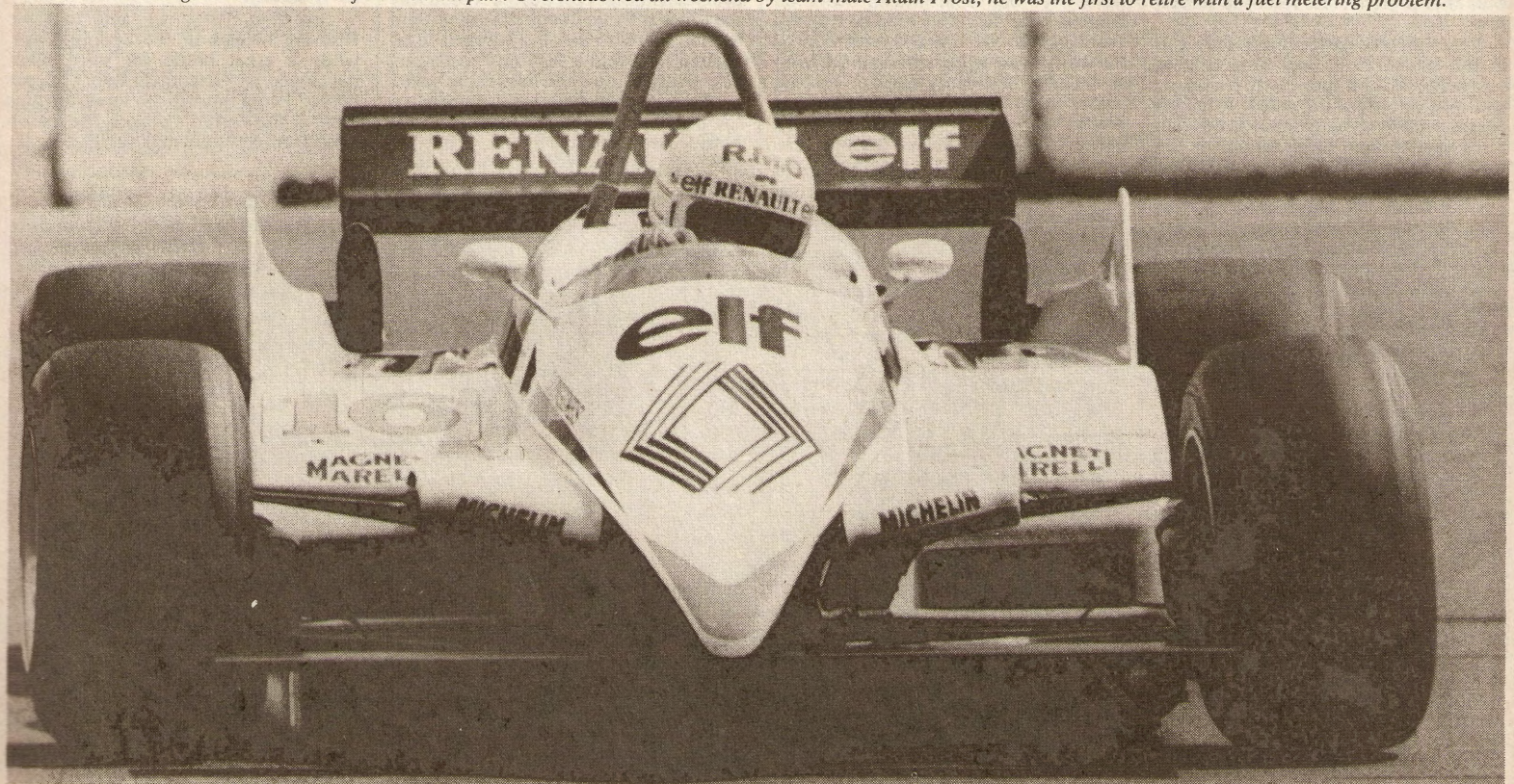
Jacques Laffite came through the field, bending the front wing of his car against the back of the Ferrari as he took fourth place, then he moved up to third place behind Cheever after taking Rosberg. But the charge was short-lived. After four laps in third place, Pironi re-took the Talbot-Ligier again, Jacques' engine losing power. "If I had not been in the points, I would have stopped," said Jacques later, but he hung on and slid back down the leader board again, being lapped by Watson a few laps from the finish.

Rosberg was struggling with no third gear, while in the closing laps the fuel pressure also started to drop. Derek Daly soon caught him to take fourth place, but despite pulling out a big gap in the last few laps it was not enough to overcome his first part deficit to Rosberg, who managed to keep fourth place in the end.

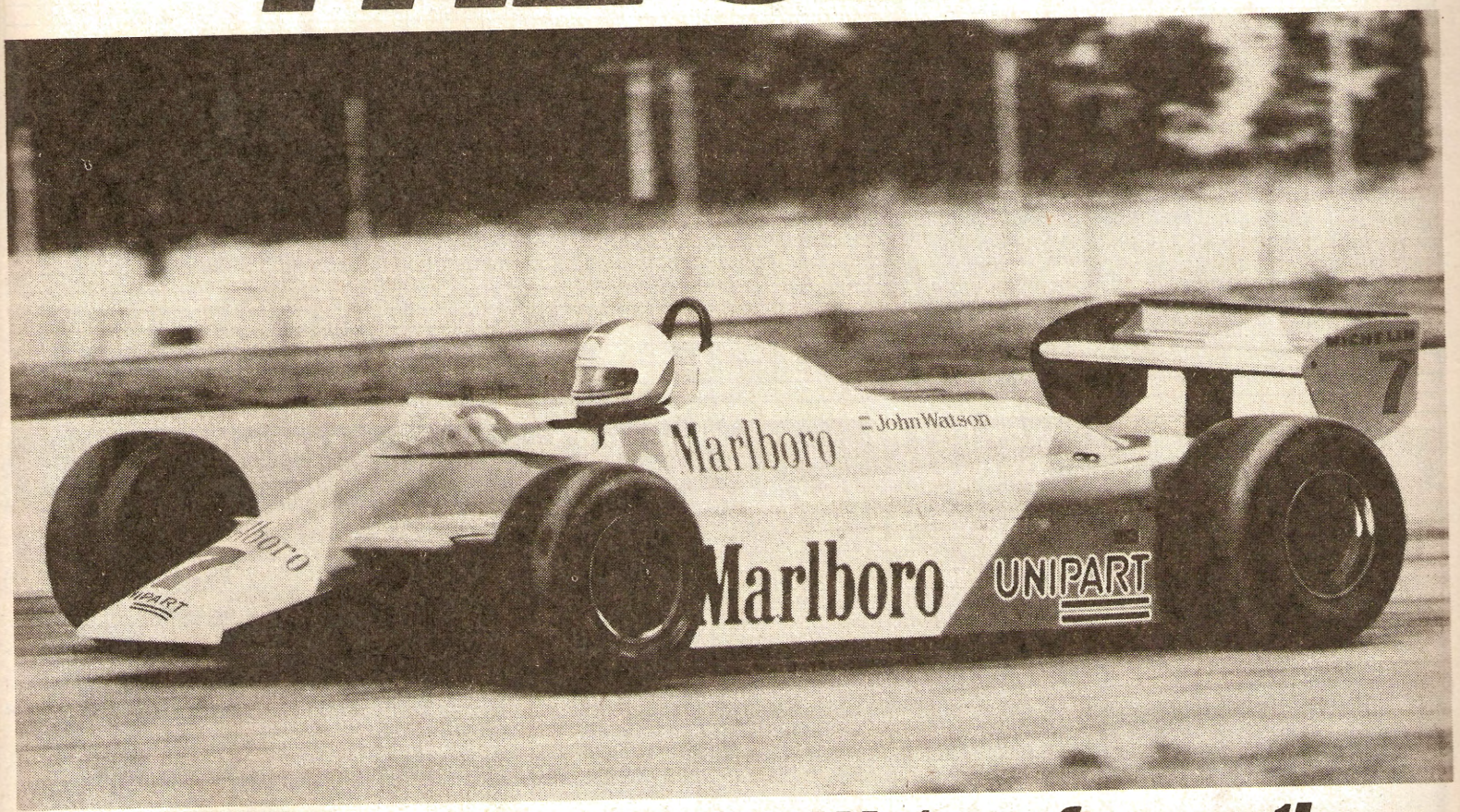
Mass and Surer finished seventh and eighth behind Laffite. Also a lap down, Mass's race was spoiled by a broken exhaust pipe for half the race. Henton came next, a further lap down after his earlier stop, while both Renaults finished at the back end of the field in strong form, but too far back after their pit stops to hope for points. Arnoux, three laps down, took tenth place ahead of Serra, while Prost was eight laps back, but did at least have the consolation of setting Detroit's first lap record, a staggering 81.276mph on this tight circuit.

There was a big sigh of relief when it was all over, but everybody seemed to have had a nice day, which is what really counts in the US of A, right?

René Arnoux was again the unluckier of the Renault pair. Overshadowed all weekend by team-mate Alain Prost, he was the first to retire with a fuel metering problem.



ONCE AGAIN OUR OIL GAVE EVERYONE THE SLIP.



Congratulations to John Watson for another Grand Prix victory.

The Unipart Sponsored Marlboro McLaren International Formula One Racing Team just notched up yet another Grand Prix win.

And whether it's been John Watson or Niki Lauda behind the wheel, it's been Unipart Super Multigrade in the engine.

Unipart's low viscosity gives extra protection to cars that drive at high speeds on the track. While its special formulation flows quicker during cold starts and protects against bearing wear and corrosion in cars that drive on the road.

Which is why John and Niki put exactly the same oil in the cars they drive to work as in the ones they drive after they get there.

Isn't it time you caught up with our oil?

UNIPART

The answer is yes. Now what's the question?

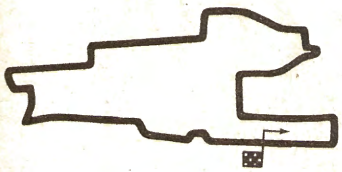
Autosport

Detroit Grand Prix, June 6, 1982. Circuit: Detroit.
Race data: Alan Phillips. Lap chart: Michele Dubosc.

WINNER	J. WATSON	in McLAREN MP4B				average speed	78.2	mph
FASTEST LAP	A. PROST	in RENAULT RE 30B	on lap 45	in	1 m. 50.438 s.		81.276	mph
EXISTING RECORD	NO EXISTING RECORD	in		in	m. s.			mph
PREVIOUS RESULT	NO PREVIOUS RACE	in				average speed		mph
WEATHER WARM. DRY	LENGTH 62 laps of 2.59 mile circuit, 160.58 miles							

ENTRIES

No.	DRIVER	CAR	ENTRANT	FUEL/OIL	TYRES	CHASSIS	ENGINE	
1	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 50/2	1.5 BMW 4 CYL TURBO	DNQ. DNS.
1T	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 50/3	1.5 BMW 4 CYL TURBO	DNQ. DNS.
2	R. PATRESE	BRABHAM BT 49 D	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 49 D/17	DFV	RACE CAR
2T	R. PATRESE	BRABHAM BT 49 D	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 49 D/16	DFV	
3	M. ALBORETO	TYRRELL 011	TEAM TYRRELL	" VALVOLINE	GOOD	011-6	DFV	RACE CAR
3T	M. ALBORETO	TYRRELL 011	TEAM TYRRELL	" VALVOLINE	GOOD	011-2	DFV	
4	B. HENTON	TYRRELL 011	TEAM TYRRELL	" VALVOLINE	GOOD	011-4	DFV	
5	D. DALY	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-4	DFV	
6	K. ROSBERG	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-3	DFV	RACE CAR.
6T	K. ROSBERG	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-1	DFV	
7	J. WATSON	McLAREN MP4B	MARLBORO TEAM McLAREN	" UNIPART	MICH	MP4B-5	DFV	
8	N. LAUDA	McLAREN MP4B	MARLBORO TEAM McLAREN	" UNIPART	MICH	MP4B-4	DFV	RACE CAR.
8T	N. LAUDA	McLAREN MP4B	MARLBORO TEAM McLAREN	" UNIPART	MICH	MP4B-6	DFV	
9	M. WINKELHOCK	ATS D5	ATS WHEELS	" —	MICH	D5-3	DFV	
10	E. SALAZAR	ATS D5	ATS WHEELS	" —	MICH	D5-4	DFV	
11	E. DE ANGELIS	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	" VALVOLINE	GOOD	91-6	DFV	
12	N. MANSELL	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	" VALVOLINE	GOOD	91-7	DFV	RACE CAR.
12T	N. MANSELL	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	" VALVOLINE	GOOD	91-9	DFV	
14	R. GUERRERO	ENSIGN N181	ENSIGN RACING	" VALVOLINE	MICH	N181-1	DFV	
15	A. PROST	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE 30B-6	1.5 RENAULT TURBO V6	RACE CAR
15T	A. PROST	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE 30B-5	1.5 RENAULT TURBO V6	
16	R. ARNOUX	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE 30B-7	1.5 RENAULT TURBO V6	
17	J. MASS	MARCH 821	MARCH GRAND PRIX	" VALVOLINE	AVON	821-RM 08	DFV	
18	R. BOESEL	MARCH 821	MARCH GRAND PRIX	" VALVOLINE	AVON	821-RM 09	DFV	
19	E. DE VILLOTA	MARCH 821	ONYX RACING	" VALVOLINE	AVON	821-RM 07	DFV	DNQ. DNS.
20	C. SERRA	FITTIPALDI F8D	FITTIPALDI AUTOMOTIVE	" VALVOLINE	PIR	F8D-5	DFV	
22	A. DE CESARIS	ALFA ROMEO 182	AUTODELTA	— —	MICH	182-4	ALFA V12	RACE CAR.
22T	A. DE CESARIS	ALFA ROMEO 182	AUTODELTA	— —	MICH	182-3	ALFA V12	
23	B. GIACOMELLI	ALFA ROMEO 182	AUTODELTA	— —	MICH	182-1	ALFA V12	
25	E. CHEEVER	TALBOT-LIGIER JS 17	EQUIPE TALBOT-GITANES	ELF ELF	MICH	JS 17-04	MATRA V12	
26	J. LAFFITE	TALBOT-LIGIER JS 17	EQUIPE TALBOT-GITANES	ELF ELF	MICH	JS 17-02	MATRA V12	
28	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	126 C2-057	FERRARI V6 TURBO KKK	RACE CAR.
28T	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	126 C2-059	FERRARI V6 TURBO KKK	
29	M. SURER	ARROWS A4	TEAM RAGNO-ARROWS	" ELF	PIR	A4-1	DFV	
30	M. BALDI	ARROWS A4	TEAM RAGNO-ARROWS	" ELF	PIR	A4-2	DFV	
31	J-P. JARIER	OSELLA FA1C	OSELLA AUTOMOBILI	" VALVOLINE	PIR	FA1C-004	DFV	
32	R. PALETTI	OSELLA FA1C	OSELLA AUTOMOBILI	" VALVOLINE	PIR	FA1C-003	DFV	
33	J. LAMMERS	THEODORE TY	THEODORE RACING	" VALVOLINE	GOOD	TY 01	DFV	CRASHED DNQ. DNS.



PRACTICE 1

DATE FRIDAY p.m. JUNE 4

WEATHER COOL. DRY.

15	A. PROST	1m. 48.537s.
22	A. DE CESARIS	1m. 48.872s.
6	K. ROSBERG	1m. 49.264s.
28	D. PIRONI	1m. 49.903s.
9	M. WINKELHOCK	1m. 50.066s.
23	B. GIACOMELLI	1m. 50.252s.
12	N. MANSELL	1m. 50.294s.
11	E. DE ANGELIS	1m. 50.443s.
25	E. CHEEVER	1m. 50.520s.
8	N. LAUDA	1m. 51.026s.
14	R. GUERRERO	1m. 51.039s.
5	D. DALY	1m. 51.227s.
26	J. LAFFITE	1m. 51.270s.
2	R. PATRESE	1m. 51.508s.
16	R. ARNOUX	1m. 51.514s.
3	M. ALBORETO	1m. 51.618s.
7	J. WATSON	1m. 51.868s.
17	J. MASS	1m. 52.271s.
29	M. SURER	1m. 52.316s.
4	B. HENTON	1m. 52.867s.
18	R. BOESEL	1m. 52.870s.
31	J-P. JARIER	1m. 52.988s.
32	R. PALETTI	1m. 54.084s.
30	M. BALDI	1m. 54.332s.
10	E. SALAZAR	1m. 55.633s.
20	C. SERRA	1m. 55.848s.
19	E. DE VILLOTA	1m. 56.589s.
1	N. PIQUET	1m. 57.779s.

PRACTICE 2

DATE SATURDAY p.m. JUNE 5

WEATHER WET.

8	N. LAUDA	2m. 09.121s.
22	A. DE CESARIS	2m. 10.770s.
9	M. WINKELHOCK	2m. 11.260s.
7	J. WATSON	2m. 11.384s.
5	D. DALY	2m. 11.554s.
3	M. ALBORETO	2m. 11.678s.
25	E. CHEEVER	2m. 11.745s.
29	M. SURER	2m. 12.033s.
11	E. DE ANGELIS	2m. 12.481s.
6	K. ROSBERG	2m. 12.559s.
17	J. MASS	2m. 13.486s.
31	J-P. JARIER	2m. 13.648s.
28	D. PIRONI	2m. 13.665s.
18	R. BOESEL	2m. 14.385s.
15	A. PROST	2m. 14.616s.
30	M. BALDI	2m. 14.746s.
10	E. SALAZAR	2m. 16.139s.
12	N. MANSELL	2m. 20.888s.
4	B. HENTON	2m. 22.663s.
20	C. SERRA	2m. 24.739s.
32	R. PALETTI	2m. 24.878s.

STARTING GRID

A. PROST 1m. 48.537s.	15	
A. DE CESARIS 1m. 48.872s.		22
K. ROSBERG 1m. 49.264s.	6	
D. PIRONI 1m. 49.903s.		28
M. WINKELHOCK 1m. 50.066s.	9	
B. GIACOMELLI 1m. 50.252s.		23
N. MANSELL 1m. 50.294s.	12	
E. DE ANGELIS 1m. 50.443s.		11
E. CHEEVER 1m. 50.520s.	25	
N. LAUDA 1m. 51.026s.		8
R. GUERRERO 1m. 51.039s.	14	
D. DALY 1m. 51.227s.		5
J. LAFFITE 1m. 51.270s.	26	
R. PATRESE 1m. 51.508s.		2
R. ARNOUX 1m. 51.514s.	16	
M. ALBORETO 1m. 51.618s.		3
J. WATSON 1m. 51.868s.	7	
J. MASS 1m. 52.271s.		17
M. SURER 1m. 52.316s.	29	
B. HENTON 1m. 52.867s.		4
R. BOESEL 1m. 52.870s.	18	
J-P. JARIER 1m. 52.988s.		31
R. PALETTI 1m. 54.084s.	32	
M. BALDI 1m. 54.332s.		30
E. SALAZAR 1m. 55.633s.	10	
C. SERRA 1m. 55.848s.		20

LAP CHART

GRID ORDER	1	2	3	4	5	6
15 A.PROST	15	15	15	15	15	15
22 A.DE CESARIS	22	22	(22)	6	6	6
6 K.ROSBERG	6	6	6	28	28	28
28 D.PIRONI	28	28	28	12	12	12
9 M.WINKELHOCK	12	12	12	23	23	23
23 B.GIACOMELLI	23	23	23	25	25	25
12 N.MANSELL	25	25	25	16	8	8
11 E.DE ANGELIS	9	8	8	8	16	16
25 E.CHEEVER	8	16	16	26	26	5
8 N.LAUDA	26	26	26	5	5	26
14 R.GUERRERO	16	5	5	14	14	14
5 D.DALY	14	14	14	11	11	11
26 J.LAFFITE	5	11	11	17	17	17
2 R.PATRESE	11	7	17	7	7	7
16 R.ARNOUX	7	17	7	2	2	2
3 M.ALBORETO	17	2	2	29	29	29
7 J.WATSON	29	29	29	4	4	4
17 J.MASS	2	4	4	20	20	20
29 M.SURER	4	20	20	3	3	3
4 B.HENTON	10	31	(31)	10	10	10
18 R.BOESEL	20	(10)	3			
31 J-P.JARIER	31	3	10			
32 R.PALETTI	(3)					
30 M.BALDI	(18)					
10 E.SALAZAR						
20 C.SERRA						

RACE STOPPED. RESTARTED IN GRID POSITIONS AS ON LAP 6. AMALGAMATED TIMES OF BOTH SECTIONS DETERMINED RESULTS.

7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	6	6	6	6	6	6	6	6	6	6	6	6	6	6	7
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	15	15	15	15	15	28	28	28	28	28	7	7	7	7	6
28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	25	25	25	25	25	28	28	28	8	8
23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	25	25	8	8	8	8	8	25	25	8	28	25
25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	8	8	15	23	7	7	7	8	8	25	25	28
16	16	16	16	16	8	8	8	8	8	8	8	8	8	8	8	8	8	8	23	23	23	7	23	26	26	26	26	26	26	26
8	8	8	8	8	16	16	16	16	5	5	5	5	5	5	5	5	5	7	7	7	7	15	26	5	5	5	5	5	5	5
12	12	5	5	5	5	5	5	5	26	26	26	26	26	26	26	26	7	5	26	26	26	26	5	12	12	12	12	12	12	12
5	5	12	26	26	26	26	26	26	16	16	16	7	7	7	7	7	26	26	5	5	5	5	(15)	16	16	16	16	16	16	16
26	26	26	17	17	17	17	17	17	17	7	7	16	16	16	16	16	16	16	12	12	12	12	12	17	17	17	17	17	17	17
17	17	17	12	12	12	12	12	12	7	17	12	12	12	12	12	12	12	12	16	16	16	16	16	29	29	29	29	29	29	29
11	11	11	11	11	11	11	11	11	12	12	17	17	17	17	17	17	17	17	17	17	17	17	17	20	20	20	20	20	20	4
7	7	7	7	7	7	7	7	7	11	11	4	29	29	29	29	29	29	29	29	29	29	29	29	4	4	4	4	4	4	20
4	4	4	4	4	4	4	4	4	4	4	29	(4)	20	20	20	20	20	20	20	20	20	20	20	3	3	3	3	3	3	3
29	29	29	29	29	29	29	29	29	29	29	(11)	20	4	4	4	4	4	4	4	4	4	4	4	15	15	15	15	15	15	15
20	20	20	20	20	20	20	20	20	20	20	20	3	3	3	3	3	3	3	3	3	3	3	3							
3	3	3	3	3	3	3	3	3	3	3	3																			
10	10	10	10	10	10	10	10																							

32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
6	6	6	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
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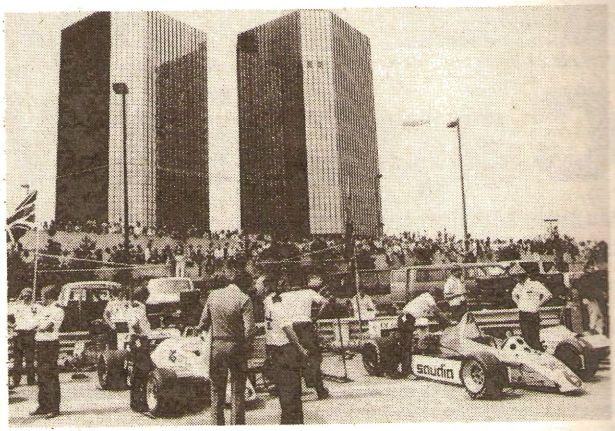
25	25	25	26	26	26	26	26	26	26	26	6	28	28	28	26	26	26	5	5	5	5	5	5	5	5	5	5	5	5	5
28	28	28	28	28	28	28	28	28	28	28	6	6	6	6	5	5	26	6	6	6	6	6	6	6	6	6	6	6	6	6
26	26	26	5	5	5	5	5	5	5	5	5	5	5	6	6	6	26	26	26	26	26	26	26	26	26	26	26	26	26	
5	5	5	12	12	12	12	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	
12	12	12	17	17	17	17	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	
17	17	17	29	29	29	29	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
16	29	29	16	4	4	4	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20			
29	16	16	4	20	20	20	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16			
4	4	4	20	16	16	16	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15								
20	20	20	15	15	15	15																								
3	3	3																												
15	15	15																												



RESULTS

No.	DRIVER	CAR	LAPS	TIME	SPEED (MPH)	BRAKES		SUSP.	G/BOX	PLUGS	INJECT.	ELECS.
1	7 J.WATSON	McLAREN MP4B	62	1h. 58m. 41.043s.	78.2	LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
2	25 E.CHEEVER	TALBOT-LIGIER JS17	62	1h. 58m. 56.769s.		LOCK	FER	KONI	HEW FG 400	CHAMPION	LUCAS	MARELLI DINOPLEX
3	28 D.PIRONI	FERRARI 126C2	62	1h. 59m. 09.120s.		LOCK	FER	KONI	FERRARI	CHAMPION	LUCAS	MARELLI DINOPLEX
4	6 K.ROSBERG	WILLIAMS FW08	62	1h. 59m. 53.019s.		LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
5	5 D.DALY	WILLIAMS FW08	62	2h. 00m. 04.080s.		LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
6	26 J.LAFFITE	TALBOT-LIGIER JS17	61			LOCK	FER	KONI	HEW FG 400	CHAMPION	LUCAS	MARELLI DINOPLEX
7	17 J.MASS	MARCH 821	61			LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
8	29 M.SURER	ARROWS A4	61			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
9	4 B.HENTON	TYRRELL 011	60			LOCK	FER	KONI	HEWLAND-TYRRELL	CHAMPION	LUCAS	LUCAS
10	16 R.ARNOUX	RENAULT RE30B	59			LOCK	FER	KONI	REN-HEW FG 400	CHAMPION	LUCAS	LUCAS
11	20 C.SERRA	FITTIPALDI F8D	59			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
12	15 A.PROST	RENAULT RE30B	54			LOCK	FER	KONI	REN-HEW FG 400	CHAMPION	LUCAS	LUCAS

RETIREMENTS

No.	DRIVER	LAPS	REASON
32	R.PALETTI	0	DID NOT START.
18	R.BOESEL	0	ACCIDENT WITH BALDI. BROKEN REAR SUSP.
30	M.BALDI	0	ACCIDENT WITH BOESEL. BROKEN FRONT SUSP.
9	M.WINKELHOCK	1	CRASHED.
31	J-P.JARIER	2	ELECTRICS.
22	A.DE CESARIS	2	BROKEN. DRIVESHAFT.
2	R.PATRESE	6	CRASHED.
14	R.GUERRERO	6	CRASHED.
10	E.SALAZAR	13	CRASHED.
11	E.DE ANGELIS	17	GEARBOX.
23	B.GIACOMELLI	30	COLLIDED WITH WATSON.
3	M.ALBORETO	40	CRASHED AT CHICANE.
8	N.LAUDA	40	CRASHED WITH ROSBERG.
12	N.MANSELL	44	ENGINE.

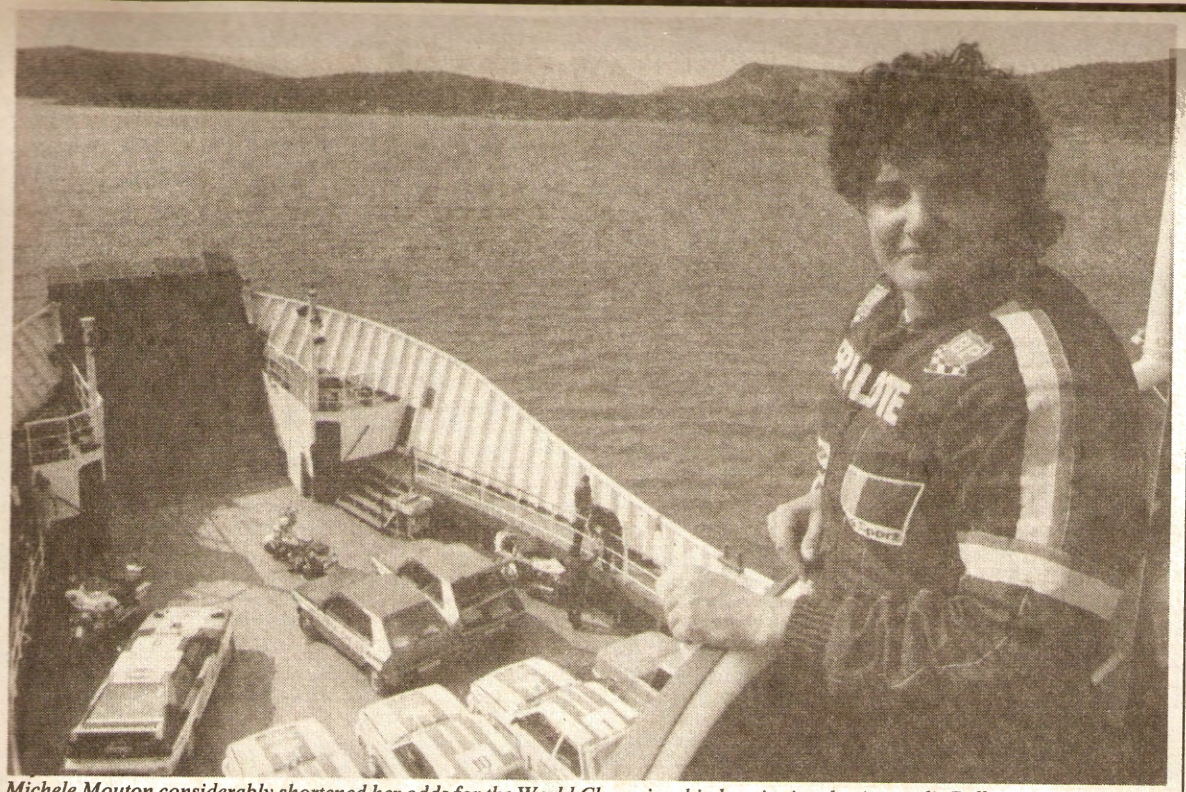
CHAMPIONSHIP POINTS

DRIVER

1	J.WATSON	26	17=	E.SALAZAR	2
2	D.PIRONI	20	17=	N.PIQUET	2
3	A.PROST	18	20=	C.SERRA	1
4	K.ROSBERG	17	20=	J.LAFFITE	1
5	R.PATRESE	13			
6	N.LAUDA	12			
7=	M.ALBORETO	10			
7=	E.CHEEVER	10			
9=	N.MANSELL	7			
9=	E.DE ANGELIS	7			
11=	C.REUTEMANN	6			
11=	G.VILLENEUVE	6			
13=	R.ARNOUX	4			
13=	A.DE CESARIS	4			
15=	J-P.JARIER	3			
15=	D.DALY	3			
17=	M.WINKELHOCK	2			

CONSTRUCTOR

1	McLAREN-FORD	35
2	WILLIAMS-FORD	29
3	FERRARI	26
4	RENAULT	22
5	LOTUS-FORD	14
6	BRABHAM-FORD	13
7	LIGIER-MATRA	11
8	TYRRELL-FORD	10
9	ALFA ROMEO	4
10	ATS-FORD	3
11=	OSELLA-FORD	2
11=	BRABHAM-BMW	2
13	FITTIPALDI-FORD	1



Michele Mouton considerably shortened her odds for the World Championship by winning the Acropolis Rally.

Captain Mouton

Michele Mouton takes the laurels again — Bad luck strikes the rest of the Quattro runners — Rohrl second to retain lead in Championship — Fantastic début for McRae on foreign World Championship event — Report: PETER FOUBISTER — Photography: HUGH BISHOP

A matter of hours after the start of the Acropolis Rally, the luck which has abandoned the official Audi Sport team at regular intervals this season seemed to be on its way out again. Number 1 driver Hannu Mikkola was out of the event with a broken suspension mount; both Cinotto and Wittmann were slowed by punctures, and also on their way down the leader board to eventual retirement — and Michele Mouton was struggling with turbo problems.

When Markku Alen hit mechanical problems with the Lancia Martini Rally the lead went to Henri Toivonen, the fastest of the Rothmans Opel Rally team drivers. The scene was apparently set for another incredible run from the Russelsheim based team, when Michele's turbo problems were cured.

Immediately, she was fastest as the cars headed north for the overnight halt, and by the time she reached Kalambaka the Quattro had a narrow margin which was then extended as the rally progressed until the festival finish in Athens three days later.

After the early problems Michele dominated the proceedings despite the pressure from the three Opels. Toivonen, Walter Rohrl and Jimmy McRae chased furiously, and as the cars headed south for the final night's rallying the Scotsman — on his first ever foreign world championship outing — held a fantastic third place.

Electrical problems eventually dropped him to sixth, but the point was made. Rohrl produced the usual copy-book drive to second, to retain the lead in the Drivers World Championship, while Toivonen finished third. Shekhar Mehta completed a consistent run with his Datsun Violet GT to take fourth, with team-mate George Moschous following, as McRae stopped for an agonising 10mins on the final special stage.

Heavy rain throughout the week before the rally meant that this Acropolis Rally was not as tough as some. The heat was not there and the dust problem — usually a serious problem — was minimal. But it was rough, and just as demanding with tight road timing which accounted for several retirements, including the two Lancias, which struggled with many problems and retired early in the story. Tony Pond broke a front suspension unit in the Datsun GTS, while Timo Salonen went out with differential failure on his car.

Only 33 cars made the ferry back to Athens last Thursday afternoon. There was relief written all over the faces of the Audi team — the little girl had done it again. And completed the event without road penalties — a unique achievement. With her recent win in Portugal she is now a real challenger to Rohrl in the Drivers's World Championship. While his Audi countrymen celebrated, the German was concerned about his series lead.

"To win the Championship," he commented as he arrived in Athens, "you must win rallies. Michele is doing that. Second is not good enough."

WCR WORLD CHAMPIONSHIP **5**
ACROPOLIS RALLY

The weeks before the start of the 29th Acropolis Rally boasted the temperatures of a traditional Greek summer. The sun shone, and competitors completed their recces in hot sticky cars. Only as the rally start approached did the wind gather force and the clouds feature, with several heavy thunder storms laying the dust, but also washing away the fine material from the roads leaving the rocks exposed.

The character of the event was changed from that of a hot, dusty endurance event, although the surfaces — the roughest most competitors had ever seen — meant that the challenge remained. Strict road timing made pace notes for some road sections vital, especially during the final night through the Peloponnese. If the car broke, there would inevitably be precious little time to keep the car in the rally.

Consequently both Audi and Opel — the two manufacturers with any desire to take the World titles — brought with them a complete compliment of service barges, chase cars, and mobile homes. The two teams arrived in separate convoys, after the long drive in formation from their homeland.

Practice has changed in recent years, and now these teams use fully blown rally cars to make the notes, with at least one service barge in attendance during the work. Rohrl's mechanics found themselves some extra work when the number 1 driver was involved in a head on accident with Markku Alen in a Lancia Rally.

The Finn was apparently travelling at excessive speed, and on impact the Opel bent a front wing and required some panel beating, but little else.

The Lancia twisted the front end, and even bent the pedals. No-one was injured.

It is very obvious that Greece holds a favourite place in the affections of the teams. It is the holiday rally; an event which presents one of the most challenging formats but also allows the family to stay in the resorts on the coast near Athens where the rally is based.

Most therefore take the opportunity to "bring the kids", and the atmosphere is relaxed,helped by the event organisation which holds scrutineering on Saturday, and nominates Sunday as a day of rest before the Monday morning, 9.00am start.

This year, the organisation was considerably improved. It was the weather which created the greatest problems, forcing the cancellation of a couple of stages due to the deteriorating road surfaces.

Rally headquarters was in Lagonissi — a peaceful resort about 20mins from the capital, although many teams opted for the resort at Glyfada on the city limits. As well as swimming pool, bars, beautiful bungalows, and lots of women, this splendid centre also offers an excellent view of the undercarriage of all sorts of exciting aeroplanes. Any time of the day or night.

But as the Sunday sun set over the mountain scenery, the work began. First thing Monday morning 136 cars reported to the centre of Athens for the official start.

There is something quite special about any event which can describe the position of PC1 as "By the Acropolis." Thousands turned out to see the cars, and with private police escorts supplied for all the leading numbers it was not long before the cars were streaming northwards.

It was a baptism of fire for the competitors, and few realised just how much damage had been caused by the torrential overnight rain until they started hitting sections of the scenery. Rocks and boulders littered the passage.

Mikkola was quickest, but on the second stage, Loukissia, he jumped through the little village made famous by

The Mehtas drove consistently and sensibly to fourth place for the Datsun team.

NOTES ON THE CARS

Audi

For the first time on an event, there were four works-built Audi Quattros at the start. Three team cars were fitted with the latest alloy engine (first seen in Corsica) while the Porsche-Austria dealer car stuck with the older iron engine. All cars were fitted with the bigger intercooler radiators which were also seen in Corsica for the first time.

Mikkola used chassis 28 (IN NK54) while Mouton used number 31, (IN NU40) and both were in Audi Sport colours as usual, running on Kleber tyres. Cinotto (IN NK79) was supported by R6 with Pirelli rubber, and on this event he was teamed with Wittmann, also in R6 colours; although he stuck with Kleber. He was serviced independently from the factory team, with his own outfit.

David Sutton, and his mechanics were an integral part of the operation, with obvious specific responsibility for Cinotto's car.

The crews had available a "water jacket" designed to keep body temperature down during the long hot special stages. The jacket is supplied from a pump behind the driver's seat, which pushes ice cold water through the system.

Opel

Rothmans have won the Acropolis Rally for the last three years, and this was the first time they were contesting the event with GM machinery. There were three cars (the first time a three car effort has been fielded), headed by Rohrl, driving a brand new car, (GC CJ691).

Toivonen drove the car used by Kleint on this event last year, although since then it has seen considerable work, including a recce in Monte Carlo. McRae used a Boleyn Cattini hire car, first seen on the RACE rally and Costa Smeralda, (GG CK 196). German law allows the transfer of registration plates however, and so the plate is of little value in tracing a car's history.

Aaltonen completed several days before the crews arrived, with particular reference to tyres. With the cars set up in rough road specification the Finn then completed hundreds of kilometres without a puncture on the Michelin TRX covers. This record was quickly broken when the rally started.

In addition to the works effort there were three rented Asconas from Mattig, including one for Johny Pesmazoglou, who won the first ever Acropolis Rally.

Lancia

Lancia entered two of the new Lancia Rally Abarths on the event for their first gravel world championship event. Alen drove chassis 197, (A6:33088) first seen in Corsica while Vudafieri — the replacement for the injured Bettega — had a new car, 161, (A633104).

Steering kick back persuaded Lancia to fit shock absorbers on the steering, which improved control, particularly under braking. New front springs were fitted for the motor.

The cars were set 2.5cms higher than those on Costa Smeralda, but the engines still only gave about 255bhp. Carbonfibre sumpguards and aluminium water radiators saved 5kg, and Pirelli rubber was used. The first event for the evolution model should be the 1000 Lakes, and until then the team will run this "standard" Group B machine.

In addition to the new machinery, one Stratos was entered by Benny, a Greek sportsman. Fiat were represented by a couple of Abarth 131s from the Italian TreGazzelle team, now run from Turin. One of these cars was leant to Tony Carello, the ex-European Rally Champion, as a result of encouragement from Lancia supremo Cesare Fiorio.

Datsun

Four types of Datsun were entered, either in an official or semi-official manner. The official ones were new, part of Nissan's policy, and all arrived 'out of the box'. The local importers Theoharakis supported the Violet GT of Mehta.

Before the start, Salonen's car was fitted with the latest engine, flown in specially and considered to give about 245bhp as a result of development work to the valves. The first use of the big valve head was Portugal, but since then it has been improved considerably. The other drivers only had about 227bhp and Mehta said it felt considerably less than that! The heavyweight cars were prepared in Japan; Salonen used KNY59MA130; Pond. KNY59MA132; Mehta, KNY59HA289; and Moschous, KNY59MA133.

All cars used a larger exhaust manifold, increasing power a little, and Salonen also had a steering modification, which the others would have liked. The operation was serviced by a combined operation of Greek and Japanese service crews, and used Japanese Dunlop tyres. Mehta used Castrol, the others went with Mobil.

Yoshio Iwashita made a private entry for a Group 2 eight valve Silvia and Juicho Kojimoto brought a Group A Prince Skyline. This was the first time the model had been seen in competition, and it was fitted with a mildly tuned version of the 16 valve FJ fuel injection unit, as fitted to the Group B Silvias on the Safari. The start of the Acropolis coincided with the 50th anniversary of the Prince division of Nissan, and a circuit version of the Skyline — with a 570bhp turbo motor made its track debut in Japan that weekend as well.

Other Cars

The Renault importer 'Leonidas' ran a 5 Turbo with a 200bhp kit engine, while Toyota were represented by Fritzinger's Group 4 Celica. The best performance actually came from the Lucas supported Starlet of Panagiotopolous.

Many Citroen Visas started, headed by Alain Coppier and Christian Dorche while a Russian Lada team arrived with 21011s, entered by the Avtoexport agency. Rumanian Renault licensees Dacia entered 1300 versions of the locally built Renault 12, and there were East German Wartburgs, although the Skoda team withdrew before the start.

Barrie Hinchliffe's super film "Chariots in the Sun", but only completed a few more kilometres before a front strut mounting broke away.

He had not hit anything, it was a top mount, but now he was fighting to stay in the event, and actually struggled out of the stage after co-driver Arne Hertz balanced on the opposite rear corner to try and let the car drag itself clear.

Radio calls for "Action stations" at the service point were not heard — the system in the rally car had been cut off somehow — and the crippled car arrived unannounced. Chaos reigned for some minutes as the team frantically put a new system together, and the Finn shot down the road desperate to reach the next test 60kms away. He missed it by 7 mins.

The entire Audi equipe were dispirited as both Cinotto and Wittmann had been slowed by punctures, while Mouton's car had turbo problems.

"It is so annoying," she said as the mechanics dived under the bonnet again, "because yesterday I tested the car and everything was OK. And now first I have too little turbo (pronounced beautifully as "tirbow") and then I have too much turbo. Now there is no power below about 6000rpm." (I knew how she felt. Our hire car had already lost its exhaust manifold and the clutch pedal had broken.)

Alen led in the Lancia Rally Martini Abarth racer, on the car's first serious test over rough surfaces. Before the rally Alen had been concerned about the car's strength but now he was fighting off problems, although his team-mate Adartico Vudafieri was in deep trouble. An early puncture, followed by front suspension failure, and an accident with a spectator's car on the public road meant he was less than delighted with his progress.

In complete contrast the Datsun team cars were starting steadily. Mehta's calm approach was remarkable, and during the first day or so, he was regularly setting times no quicker than 10th fastest. Relaxed, with his wife Yvonne alongside in their jeans and tee shirts, experience was in their favour. Fastest so far was Timo Salonen, but then he had the quickest car, and had done the rally before. Tony Pond was delayed by two punctures on his first outing in Greece.

"It's so frustrating in this car — you don't mind one puncture, but two is excessive. The spare wheel is mounted on the back seat and you have to take the belts out and climb about. It's terrible." It would soon get worse.

In contrast Jimmy McRae (Graham to his friends!) was taking all the advice poured at him and managed to avoid serious delays. This would be a test, as both Jimmy and Ian Grindrod were well aware that team manager Jochen Berger was not keen to run a three car team on an event such as the Acropolis.

His priority is obviously Walter Rohrl's challenge in the Championship, and Rohrl was letting the racers stay ahead.

On his first ever foreign World Championship outing Jimmy McRae held third place.

Toivonen trailed Alen through the Bauxite Way test heading north but at the emergency service before Karroutes, the Lancia was late. Rohrl arrived, first on the road for a tyre change, followed closely by Salonen, and just as the number 1 Rothmans car left, Toivonen arrived in a hurry, giving the mechanics another tyre change.

"It really is very rough, and all the time I am trying to think of the car. The back is not quite right, there is a noise from the axle and we wrecked the shock absorbers on one test and had to slow down." He had been out of the car for perhaps 2mins, but now he wanted to go. The car shot off, with a screach from the rear axle where a stone had jammed in the rear brake pads. The axle needed changing.

Mouton arrived, and as the Opel mechanics completed wheel changes, their Ingostadt counterparts concentrated on work under the bonnet. Several quick service opportunities meant that they had now cured the turbo problems.

Alen arrived in a haze of tyre smoke and noise, picking up road penalties for every minute. Gearbox failure had cost him his lead. The car now had a new box and the Italian team attacked the relatively simple problem of new tyres with maximum commotion — Italian style.

McRae arrived, slightly worried about his brakes. "I am having to learn left foot braking," he shouted from inside the car as the now tiring team of two mechanics changed their third set of tyres in about 8mins.

"The rear pads can be knocked off by some of the large stones and already when I have gone for the brakes there has been nothing there. Not good. It might be movement in the axle that's letting the shafts move, but I don't know when we will be able to change it. I am keeping my left foot on the brake to keep the pressure up to stop the pads moving." Grindrod hurried him out of the pit stop.

Back at Audi, the faces had become longer. Cinotto was evidently having electrical problems, and he staggered towards the stage start followed by Roland Gumpert, the Audi Sport engineering manager.

Lancia had packed up. Vudafieri's disastrous outing ended when the supercharger compressor failed, leaving Alen as the only representative. He was now slightly further down the leader board, with Toivonen up top briefly before Miss Michele took control.

Quickest on the next tests, she was soon ahead on overall penalties, although few realised it. There was simply no time to gather and swap penalties, and now she wanted fine adjustment to the steering.

"Either the car is crazy, or I am crazy," she explained to David Sutton and Roland Gumpert, as the mechanics checked the system, and adjusted.

As she moved away, radio messages from the stage indicated that Cinotto was in trouble at Sikea. At an arrival control earlier he had fitted a new battery, under threat of exclusion, and he had started the ninth test in the hills with two units. He changed over in the stage, and now only 1 kilometre from the finish he stopped.

A new battery was carried to him, but he was over time and suddenly there were only two Quattros left in the rally. The Datsuns were disappearing as well.

Pond's car hit a huge rock and understeered off the road and ripped a front wheel from the car. Tony warned Mr McRae before trying to reverse from the test, all the time calling for emergency help.

Eventually a helicopter, lying at the service area in the valley brought spare parts, but he was over time. He headed back to Lagonissi a dispirited man, as the cars continued north towards the overnight halt in Kalambaka.

Toivonen had a replacement axle fitted, but managed to complete the operation within his road time to stay in second place, chased now by Walter Rohrl moving up a gear whenever he could attack without threatening his motor car. When the cars reached Kalambaka after 11.00pm the two Opels and the Audi had drawn out an impressive margin, and Toivonen had stayed very close to Mouton through the night, maintaining the pressure.

Leading positions at Kalambaka:

1, Michele Mouton (Audi Quattro), 4h 6m 48s; 2, Henri Toivonen (Opel Ascona 400), 4h 7m 12s; 3, Walter Rohrl (Opel Ascona 400), 4h 7m 43s; 4, Timo Salonen (Datsun Violet GTS), 4h 10m 33s; 5, Franz Wittmann (Audi Quattro), 4h 11m 10s; 6, Jimmy McRae (Opel Ascona 400), 4h 17m 48s; 7, Markku Alen (Lancia Rally), 4h 20m 28s; 8, Shekhar Mehta (Datsun Violet GT); 4h 22m 51s; 9, George Mouschous (Datsun Violet GTS), 4h27m156s; 10, Parlas Moshoutis (Fiat 131 Abarth), 4h 35m 04s. 75 cars still running.

At breakfast on Tuesday morning he showed just what had work it had been. His hands were blistered as he had fought ▶

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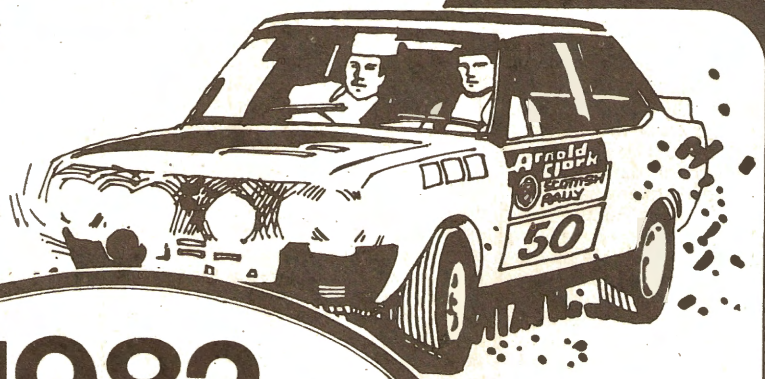

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continued

the car through the stages. "Very sore," he commented, although the reaction from Tony Fall, Opel supremo was less than sympathetic. "He shouldn't drive so bloody fast should he?"

"I remember that trouble well," commented Mouton, "because when I had a Fiat 131 it was just the same. Now with the Audi the power steering helps, but you know I did not sleep so well last night, there are all these Rothmans behind me," she joked.

Behind the "Rothmans", Salonen was followed by Wittmann, being pressured into making a move quickly to help Mouton up front. McRae was a careful sixth, with Alen down in seventh.

"It is a material problem," said co-driver Ilkka Kivimaki. "The bolts have come loose in the aluminium especially in the suspension and it shakes. Also we will not have the good engine until 1000 Lakes and so if we want a good time we must try hard in the corners, and that is bad."

Immediately out of the halt, over the famous Meteora Monastery stage, Alen took quickest as Toivonen's hopes of challenging Mouton were stretched.

At the end of the longest stage of the section (45kms) the car needed its third axle. At Kalambaka a new one was fitted but it broke and cost time in the stage, and road penalties. Mouton immediately relaxed, as the only real threat had been the young Finn, who would now have to follow slower cars into the stages, and lose time.

Rohrl was second, Salonen third and Wittmann was setting quick times. That was the way as the cars headed south.

Through the mountains, the convoy split at intervals as the cars headed for the stages, and the only apparent action was at the all tarmac Desfina test where Monte Carlo tactics saw spectators throw gravel onto the road.

Rohrl was wild, and Mehta spun completely although everyone escaped. To underline his determination Toivonen was fastest, with the first of an impressive series of top times.

As the cars approached the final tests before the rest halt at Athens — in the same area which caused all the problems for Pond, Cinotto, Vudafieri and Mikkola one day earlier — there was more drama for Audi, Lancia, and Datsun.

Wittmann damaged a steering link and although the mechanics fought to repair the car, he was excluded for being 1min over maximum lateness. Those near the bottom half of the top 10 moved up a place, but Alen was also late before Aliki, the penultimate test of the section. As the cars raced by on the open road, heading for the mountainside stage, Cesare Fiorio's team sat patiently.

"We did not really expect to finish this rally," he admitted, "but it was important for us to see that at least the car was competitive early in the event. There have been lots of little problems." A reminder that Patrese had won at Nurburgring the day before cheered him, but despair returned when the car was thrown out later that evening when Alen was excluded for being 1min over the time allowed. The car had broken . . . in a number of places. Salonen was also out near here when the differential failed in the middle of the stage.

It was a shame because as the cars headed through Athens towards the Lagonissi stop, there was a 1½ hour service period, the first real stop of the event. Both teams would have completed a major rebuild.

Everyone else did, and Mouton's car — the only Audi left in the running, was rebuilt from stem to stern with a new clutch, drive shafts, and suspension.

At Opel, the mechanics were busy with a full compliment of three cars. McRae (who was now third after the late exclusions) at last got a new axle, after struggling with the slack unit since the start, but all cars were fully prepared for the final sections in the south.

Datsun were just as busy as the Greeks and Japanese together completed suspension changes, and changed Mehta's car to a more suitable specification.

Having led the rally at one point, the spectacular Henri Toivonen eventually finished third overall.

Leading positions at Lagonissi:

1, Michele Mouton, (Audi Quattro), 7h 48m 17s; 2, Walter Rohrl (Opel Ascona 400), 7h 54m 42s; 3, Jimmy McRae (Opel Ascona 400), 8h 04m 48s; 4, Henri Toivonen (Opel Ascona 400); 8h 5m 09s; 5, George Mouschous (Datsun Violet GTS), 8h 25m 01s; 6, Shekhar Mehta (Datsun, Violet GT), 8h 25m 44s; 7, Pavlos Moshoutis (Fiat 131 Abarth), 8h 57m 06s; 8, Yoshio Iwashita (Nissan S110), 9h 06m 37s; 9, 'Leonidas' (Renault 5 Turbo), 9h 17m 05s; 10, Michael Mouschous (Datsun 160J), 9h 25m 13s. 46 cars still running.

The full day rest on Wednesday meant there was adequate time to consider tactics for the final thrash. For Audi, Hannu Mikkola willingly set off to recce a diffult re-route for Mouton, and also volunteered to drive his rallycar as a superchase car, with an electrical engineer on board for the final section, in case she hit trouble. It was a simple insurance policy.

Opel were delighted that they held second, third and fourth places, and a deal was struck to allow McRae to hold third — if possible — and gain A seeding for the future, with Toivonen committing himself to fourth. His side of the deal meant that if the leaders hit trouble, he wanted the win. Very complicated.

Further back the Datsuns of Mehta and local driver George Moschous were taking it in rather different styles. The Greek performed daring feats of courage and skill, while Mehta simply, quietly, and deceptively, quickly continued his job. Further down the leader board the positions were held by a selection of Greek drivers, including Moshoutis in a 131 Abarth, and Leonidas in a Renault 5 Turbo which suffered chronic shock absorber problems throughout the entire rally. Yoshio Iwashita was splitting these drivers in his Nissan S110. The restart was at 6.00pm and the route headed south across the Corinth canal, a spectacular cutting through the rock which effectively makes the entire Peloponnese penninsula an island. Before he reached the bridge, there was trouble for McRae.

The Opel lost third place when the car stopped for over 12mins on a test.

"It was an electrical problem," explained Ian Grindrod," and we ended up just running a wire behind the coil and wiring it up. That's how you steal cars isn't it?" He could still joke!

Out of the test McRae blasted through the villages to reach service and let the mechanics find the real trouble. Eventually they discovered a loose wire behind the rev counter in the dash panel, and they were sent on their way, now in fifth place behind Toivonen and Mehta — although the Datsun could be caught.

As everyone else was well spaced out this was the only likely change in the positions unless mechanical problems intervened. This was a hard night's rallying — the hardest anywhere in the world perhaps, and mechanical problems would inevitably mean that road penalties were incurred.

McRae attacked, and was regularly quicker than Mehta on the stages as the rally wound its way through the night in an anti clockwise direction through the mountains. All of the leaders survived the roughest re-route in the history of the sport, which replaced the Killini stage — cancelled because of its bad condition, and the Opel was now setting fastest times.

But a loose bracket on the back axle meant a 30sec penalty on one road section — despite the use of pace notes. By the time the cars arrived in Gythion, the gap was still over 2mins, just what it had been after the delay. Up front, all had settled for their respective positions, and interest really centred around the third Opel.

Leading positions at Gythion:

1, Michele Mouton (Audi Quattro), 10h 6m 42s; 2, Walter Rohrl (Opel Ascona 400), 10h 25m 17s; 3, Henri Toivonen (Opel Ascona 400), 10h 25m 17s; 4, Shekhar Mehta (Datsun Violet GT), 10h 38m 01s; 5, Jimmy McRae, (Opel Ascona 400), 10h 40m 58s; 6, George Moshous (Datsun Violet GTS), 10h 47m 13s; 7, Pavlos Moshoutis (Fiat Abarth 131), 11h 19m 09s; 8, 'Leonidas' (Renault 5 Turbo), 11h 30m 26s; 9, Yoshio Iwashita (Nissan S110), 11h 44m 55s; 10, 2M Panagiotopoulos (Toyota Starlet), 12h 39m 08s. 38 cars still running.

The three hour break in Gythion gave the team time to prepare for a final fling, but Mehta was fighting back and the task was not easy. Five seconds were clawed back on the first stage out of the halt, but on the longest stage of the section, the Scotsman scooped 50secs from the Datsun driver.

Just when it seemed possible that he could reclaim fourth place the number 10 car screamed into service, with the mechanics primed for action around the panhard rod on the rear axle.

The mounting had broken, and the mechanics tried to find a system of locating the rod, without welding equipment. The location is right below the fuel tank.

The seconds were ticking away and eventually a system of bolts and wire held the unit and the Opel shot back onto the road and headed for the arrival control at Karies, only 8kms away. On such a short section road penalties would be inevitable.

"We decided we could not do it after that," commented McRae later, "there just was not enough time. If we tried harder, and took time off him in the stages, then we were penalised when we took lateness on the road."

The cars completed the final loop around the mountains on Thursday morning, and the mechanics started to prepare the cars for the finish. Mouton's Audi had run perfectly since those early turbo problems, and she had resisted fierce opposition from first Toivonen, and then from Rohrl. Pressure which lasted for over three days of hard tough rallying.

And still she emerged on top, arriving at the final time control in the little port of Poros covered in flowers, with the village people cheering and applauding this amazing girl, and her co-driver Fabrizia.

Rohrl cruised in, slightly dispirited by the affair. "It was a good rally, but too rough for me to have fun. I only tried really hard on the stage immediately before Kalambaka, and other times, maybe I was driving at 70 per cent . . . It is not enough. Second is not good enough to win the Championship. I really wanted to win."

The car was waved onto the pier to join the Audi as Toivonen arrived down the village street to applause. The driver looked relaxed, tired, but Fred Gallagher was worried.

"Do you know where Jimmy is?" The question was rhetorical.

"He's stopped on the last stage with an electrical problem. He's lost time again, although I think he's got out of the stage." His voice is just about audible after shouting notes for five days.

The evidence arrived at speed a couple of minutes later as the cheering crowds drew their breath for the Opel . . . and took a step backwards.

McRae chucked the car into the side road, Grindrod lept out and pushed the time card under the marshal's nose. ▶

Tony Pond went out with a broken suspension unit in his Datsun GTS.

Best special stage times

SS1 Parnis (42.17kms): Mikkola, 34m49s; Toivonen, 35m 05s; Alen, 35m 20s; Mouton, 35m 27s; Rohrl, 35m 31s; McRae, 35m 52s.
SS 2 Loukissia (22.54kms): Alen, 14m 05s; Wittmann, 14m 18s; Cinotto, 14m 21s; Toivonen, 14m 28s; Rohrl, 14m 31s; Salonen, 14m 33s.
SS 3 Aliki (20.52kms): Wittmann, 14m 38s; Alen, 14m 44s; Toivonen, 14m 53s; Vudafieri, 14m 53s; Salonen, 15m 03s; Mouton, 15m 09s; Rohrl, 15m 16s.
SS 4 New Prodomos (36.42km): Cinotto, 27m 43s; Mouton, 27m 53s; Alen, 28m 09s; Toivonen, 28m 26s; Rohrl, 28m 32s; Wittmann, 28m34s.
SS 5 New Distomo (10.43km): Mouton, 4m 20s; Alen, 4m 24s; Wittmann 4m 41s; Toivonen, 4m 43s; Rohrl, 4m 46s; Salonen, 4m 46s.
SS 6 Bauxite Way (8.92km): Mouton, 5m 25s; Wittmann, 5m 29s; Alen, 5m 30s; Rohrl, 5m 34s; Toivonen, 5m 34s; Cinotto, 5m 37s.
SS 7 Karroutes 1 (20km): Mouton, 14m 28s; Wittmann, 14m 46s; Alen, 14m 50s; Toivonen, 14m 59s; Rohrl, 15m 01s; Salonen, 15m 02s.
SS 8 Lidoriki (7km): Rohrl, 5m 17s; Mouton, 5m 17s; Cinotto, 5m 17s; Salonen, 5m 18s; Toivonen, 5m 19s; Alen, 5m 20s.
SS9 Sikea 1 (42km): Mouton, 35m 13s; Rohrl, 35m 28s; Salonen, 35m 42s; Toivonen, 35m 45s; Wittmann, 36m 14s; McRae, 36m 21s.
SS 10 Moschokaria 1 (10km): Stage cancelled.
SS 11 Moschokaria 2 (4km): Mouton, 4m 95s; Rohrl, 4m 08s; Wittmann, 4m 10s; Alen, 4m 11s; Toivonen, 4m 11s; Salonen, 4m 19s.
SS 12 Makrirahi (15km): Rohrl, 10m 34s; Mouton, 10m 37s; Toivonen, 10m 41s; Alen, 10m 48s; Salonen, 10m 50s; Wittmann, 10m 53s;
SS 13 Rodia (14km): Mouton, 9m 08s; Rohrl, 9m 11s; Toivonen, 9m 13s; Alen, 9m 14s; Wittmann, 9m 21s; Salonen, 9m 25s.
SS 14 Goni Hairpins (21kms): Mouton, 16m 05s; Rohrl, 16m 07s; Toivonen, 16m 10s; Wittmann, 16m 29s; Alen, 16m 31s; Salonen, 16m 40s.
SS 15 Kalipefki (15km): Toivonen, 11m 14s; Rohrl, 11m 16s; Salonen, 11m 39s; Mouton, 11m 40s; McRae, 11m 47s; Alen, 11m 59s.
SS 16 Sikaminea (13km): Mouton, 10m 48s; Rohrl, 10m 50s; Toivonen, 10m 50s; Salonen, 10m 57s; Wittmann, 11m 06s; Alen, 11m 07s.
SS 17 Klissoura (11km): Toivonen, 7m 22s; Rohrl, 7m 24s; Salonen, 7m 28s; Mouton, 7m 29s; Alen, 7m 32s; Wittmann, 7m 37s.
SS 18 Deskati (21km): Rohrl, 14m 17s; Toivonen, 14m 19s; Salonen, 14m 35s; Alen, 14m 37s; Mouton, 14m 45s; Wittmann, 14m 57s.
SS 19 Meteora (17km): Alen, 14m 25s; Mouton, 14m 25s; Wittmann, 14m 26s; Salonen, 14m 31s; Rohrl, 14m 33s; Toivonen, 14m 37s.
SS 20 Kalivia (6km): Alen, 5m 19s; Mouton, 5m 22s; Wittmann, 5m 22s; Rohrl, 5m 23s; Salonen, 5m 23s; McRae, 5m 29s.
SS 21 Smokova (6km): Mouton, 4m 55s; Wittmann, 4m 55s; Salonen, 5m 01s; Alen, 5m 03s; McRae, 5m 06s; Moshous, 5m 08s.
SS 22 Loutropigi (45km): Mouton, 35m 01s; Wittmann, 35m 56s; Salonen, 36m 21s; Rohrl, 36m 54s; McRae, 37m 07s; Moshous, 37m 47s.
SS 23 Vitoli (32km): Mouton, 31m 23s; Salonen, 32m 16s; Toivonen, 32m 17s; McRae, 32m 36s; Moshous, 32m 51s; Alen, 32m 56s.
SS 24 Tsouka (6kms): Wittmann, 5m 40s; Mouton, 5m 41s; Alen, 5m44s; Salonen, 5m 52s; Moshous, 5m 52s; Rohrl, 5m 54s;
SS 25 Hani-Zagani (20km): Mouton, 15m 57s; Wittmann, 16m 03s; Toivonen, 16m 12s; Salonen, 16m 21s; Rohrl, 16m 26s; McRae, 16m 26s.
SS 26 Sikea 2 (18km): Toivonen, 15m 47s; Salonen, 15m 59s; Wittmann, 15m 59s; McRae, 16m 07s; Rohrl, 16m 11s; Mehta, 16m 21s; Mouton, 16m 22s.
SS 27 Karraoutes 2 (27km): Wittmann, 19m 37s; Mouton, 19m 46s; Salonen, 19m 50s; Toivonen, 19m 56s; McRae, 20m 00s; Rohrl, 20m 01s.
SS 28 Bauxite Way (8km): Toivonen, 5m 13s; Rohrl, 5m 20s; Wittmann, 5m 20s; Salonen, 5m 21s; McRae, 5m 26s; Mouton, 5m 27s; Alen, 5m 31s.
SS 29 29 Desina (7km): Toivonen, 5m 36s; Rohrl, 5m 40s; McRae, 5m 42s; Wittmann, 5m 43s; Mouton, 5m 45s; Salonen, 5m 51s; 'Leonidas', 6m 00s.
SS 30 New Distimo (10km): Toivonen, 9m 10s; McRae, 9m 16s; Salonen, 9m 23s; Wittmann, 9m 23s; Mouton, 9m 27s; Rohrl, 9m 33s.
SS 31 Elikon (14km): Toivonen, 11m 41s; Mouton, 11m 50s; Wittmann, 12m 09s; Salonen, 12m 10s; McRae, 12m 15s; Moshous, 12m 16s.
SS 32 Prordomos (11km): Toivonen, 8m 25s; Mouton, 8m 32s; Salonen, 8m 37s; Wittmann, 8m 44s; Rohrl, 8m 52s; McRae, 8m 53s.
SS 33 Aliki 2 (20km): Toivonen, 15m 08s; McRae, 15m 14s; Rohrl, 15m 30s; Alen, 15m 34s; Mehta, 15m 32s; Mouton, 15m 57s.
SS 34 Plataniki (22km): Rohrl, 15m 23s; McRae 15m 30s; Mouton 15m 39s; Toivonen 15m 44s; Mehta 15m 55s; Alen 16m 11s.
SS 35 Aghios Ionnis (13km): Mouton, 10m 35s; Rohrl, 10m 40s; Toivonen, 10m 47s; Moshous, 10m 55s; McRae, 10m 59s; Mehta, 11m 16s.
SS 36 Shinos (12km): Mouton, 9m 00s; Rohrl, 9m 19s; Toivonen, 9m 34s; Moshous, 9m 35s; Mehta, 9m 48s; 'Leonidas', 9m 57s.
SS 37 Riza (14km): Rohrl, 11m 54s; Mouton, 12m 00s; McRae, 12m 09s; Moshous, 12m 33s; 'Leonidas', 12m 46s; Mehta, 12m 49s.
SS 38 Killini (27km): Stage cancelled.
SS 39 Theoktisto (19km): Mouton, 15m 39s; Rohrl, 15m 49s; Toivonen, 16m 02s; Mehta, 16m 08s; Moshous, 16m 11s; McRae, 16m 24s.
SS 40 Alonistena (8km): McRae, 6m 38s; Mouton, 6m 39s; Moshous, 6m 39s; Mehta, 6m 41s; Rohrl 6m 47s; Toivonen, 6m 47s.
SS 41 Likohia (28km): McRae, 25m 54s; Toivonen, 26m 00s; Rohrl, 26m 16s; Mehta, 26m 19s; Moshous, 26m 25s; Moshoutis, 28m 04s.
SS 42 New Leondario (11km): Toivonen, 10m 06s; Moshous, 10m 17s; Mouton, 10m 18s; McRae, 10m 20s; Rohrl, 10m 23s; Mehta, 10m 24s.
SS 43 Georgistion (6km): Rohrl, 4m 48s; Mouton, 4m 53s; Toivonen, 4m 54s; McRae, 4m 59s; Moshous, 5m 01s; Mehta, 5m 04s.
SS 44 Koniditsa (5km): Mouton, 6m 02s; Toivonen, 6m 22s; Mehta, 6m 22s; Moshous, 6m 22s; Rohrl, 6m 27s; McRae, 6m 27s; Moshoutis.
SS 45 Hrisafa (12km): Mouton, 9m 53s; Toivonen, 10m 01s; Rohrl, 10m 08s; McRae, 10m 09s; Mehta, 10m 10s; Moshous, 10m 15s.
SS 46 Agriani (9km): Mouton, 8m 43s; Toivonen, 8m 56s; Mehta, 9m 01s; McRae, 9m 05s; Rohrl, 9m 06s; Moshous, 9m 14s.
SS 47 Kallithea (10km): McRae, 11m 06s; Moshous, 11m 07s; Mehta, 11m 09s; Toivonen, 11m 10s; Rohrl, 11m 16s; Mouton, 11m 16s.
SS 48 Gerakion 1 (11km): Mouton, 7m 26s; Toivonen, 7m 33s; Mehta, 7m 36s; Moshous, 7m 38s; Rohrl, 7m 39s; McRae, 7m 46s; 'Leonidas', 8m 16s.
SS 49 Gerakion 2 (11km): Mouton, 7m 19s; McRae, 7m24s; Mehta, 7m27s, Toivonen, 7m 30s; Moshous, 7m 31s; Rohrl, 7m 34s.
SS 50 Parnon (47km): McRae, 42m 54s, Mouton, 43m 08s, Mehta, 43m 44s, Rohrl, 43m 54s; Toivonen, 45m 24s.
SS 51 Karies (8km): Mouton, 8m 36s; Mehta, 8m 36s; Moshous, 8m 41s; McRae, 8m 42s; Toivonen, 8m 48s.
SS 52 Vamvakou (13km): Mouton, 13m 41s; Mehta, 13m 44s; McRae, 13m 48s; Moshous, 13m 55s; Rohrl, 13m 58s; Toivonen, 13m 58s.
SS 53 Sparta (25km): Mehta, 22m 08s; Mouton, 22m 16s; Toivonen, 22m 17s; Rohrl, 22m 37s; Moshous, 22m 41s; McRae 22m47s.
SS 54 Gerakion 3 (11km): Mouton, 7m 22s; Mehta, 7m 31s; McRae, 7m 35s; Rohrl, 7m 36s; Moshous, 7m 36s; 'Leonidas', 7m 39s.
SS 55 Parnon 2 (47km): Toivonen, 43m 08s; McRae, 43m 24s; Moshous, 43m 24s; Mehta, 43m 48s; Mouton, 43m 57s; Rohrl, 44m 18s.
SS 56 Malevis (14km): Mehta, 10m 30s; Moshous, 10m 59s; Mouton, 11m 00s; McRae, 11m 10s; Toivonen, 11m 19s; Rohrl, 11m 31s.
SS 57 Karnezeika (14km): Mouton, 10m 43s; Moshous, 10m 48s; Rohrl, 11m 22s; Mehta 11m 39s; 'Leonidas', 11m 49s; Toivonen, 11m 52s.

WCR WORLD CHAMPIONSHIP ACROPOLIS RALLY 5

continued

Another road penalty. McRae looked exhausted by his wretched luck. He had struggled to drive carefully and gained the benefit with third place, only to have it snatched away.

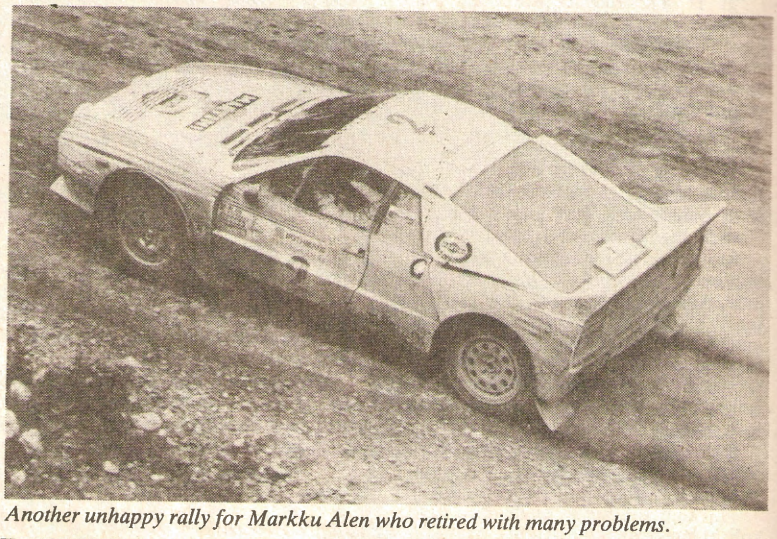
"It died just after the start," explained the Scotsman, "Henri stopped but he couldn't do anything. I had seen the mechanics checking the coil the first time and I saw there was a lead missing, so I fished around underneath to see if I could find it, and then plugged it back, and we were away again. I just don't believe it."

The crowd thought him a hero because of his exciting driving. The apparent exhibitionism was better than anything their home brewed talent could offer. But they did not really understand. Nor had they seen the race to get to the finish.

"If someone had offered me a deal for sixth place at the start, we would have taken it, but to see third and to lose it is sad," said Grindrod, his acrobatics completed.

On the three hour ferry crossing to Athens there was time to relax a little after a frenzied pace of the recent days, for the star, Michele Mouton, to cater for the photographers.

Then it was another trip through the crowded streets of Athens for a taste of champagne, and a few days rest. Earlier this week, along with co-driver Fabrizia Pons, she caught a flight to the other side of the world. She will contest the Motogard Rally in New Zealand at the end of this month, and the odds on her taking the World Championship for Drivers are shortening all the time.



Another unhappy rally for Markku Alen who retired with many problems.

ACROPOLIS RALLY
May 29/June 4
World Rally Championship for Makes, round 5
World Rally Championship for Drivers, round 6

1, Michele Mouton/Fabrizia Pons (Audi Quattro), 12h 54m 44s;
2, Walter Rohrl/Christian Geistdorfer (Opel Ascona 400), 13h 08m 23s;
3, Henri Toivonen/Fred Gallagher (Opel Ascona 400), 13h 17m 21s;
4, Shekar Mehta/Yvonne Mehta (Datsun Violet GT), 13h 17m 28s;
5, George Moschous/Alexis Constantakatos (Datsun Violet GTS), 13h 36m 44s;
6, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 13h 40m 16s;
7, Pavlos Moshoutis/Stamatis Stilef (Fiat Abarth 131), 14h 21m 48s; 8, 'Leonidas'/Sokratis Kokkinis (Renault 5 Turbo), 14h 37m 28s; 9, Yoshio Iwashita/Yoshimasa Nakahara (Nissan S110), 14h 53m 10s; 10, Tasos Gemenis/John Kepetzis (Datsun 160J), 16h 06m 10s.

Group 4: Results as overall, 1, 2, and 3.
Group 2: 1, Yoshio Iwashita (Nissan S110); 2, Tasos Geminis (Datsun 160J); 3, Fritz Heisler/Walter Blieberger (Ford Escort RS), 16h 10m 40s.
Group B: 1, Christian Dorche/Pierre Thimonier (Citroen Visa), 16h 23m 14s; no other finishers.
Group A: 1, Manolis Halivelakis/Kostas Exahros (Toyota Corolla), 17h 14m 14s; 2, Ethmios Vlachos/Nikos Theophilopolous (Ford Escort RS), 17h 17m 52s; 3, Evangelis Gallo/John Vassiliadis (Toyota Corolla), 17h 36m 40s.
Group N: No finishers — only 1 starter.
136 starters/33 finishers
Rally leaders: S1 Mikkola; S2-S5 Alen; S6 Toivonen; S7-S57 Mouton.
Leading retirements: Markku Alen (Lancia Rally), broken chassis/OTL, 34 stages completed; Hannu Mikkola (Audi Quattro), suspension failure, 2 stages; Timo Salonen (Datsun Violet GT), differential failure, 32 stages; Tony Pond (Datsun Violet GTS) suspension failure, 9 stages; Adartico Vudafieri (Lancia Rally), compressor failure, 5 stages; Franz Wittmann (Audi Quattro) steering failure, 34 stages; Michele Cinotto (Audi Quattro), electrical failure, 9 stages; Alain Coppier (Citroen Visa), front suspension, 1 stage; Tony Carello (Fiat 131 Abarth), gearbox, 8 stages; Kojimoto (Nissan Skyline) accident, 30 stages.

Rally details:
Rally split into four sections starting from Athens heading north returning after two days for a halt and then moving south for the final section through the Peloponnese.
Section 1: Start Athens (May 31) 9.30am with 338km of stages and 787km road to rest halt at Kalambaka at 11.15pm. 18 stages.
Section 2: Start (June 1) at 10.00am with 279km stages and 760km road ending at Lagonissi at 11.59pm. 16 stages.
Section 3: Start (June 2) at 6.00pm with 193km of stages and 561km road finishing at Gythion at 4.00am (June 3). 14 stages.
Section 4: Start (June 3) 7.00am with 194km of stages and 416km road to Poros finishing at 2.00pm, with a control before the ferry crossing to Athens and the official finish in the city. 9 stages. Total distance of 2534kms, road distance with 1005kms of stages; with 45km asphalt and 959km over gravel. 2 stages cancelled before the rally due to bad road conditions.

Analysis of fastest stage times

	1st	2nd	3rd	4th	5th	6th
Mouton	26	12	4	3	5	3
Toivonen	11	9	11	12	6	3
Walter Rohrl	6	10	5	7	15	8
Wittmann	4	8	4	4	3	4
McRae	4	5	3	9	9	8
Mehta	3	3	5	4	5	4
Alen	3	1	6	6	2	5
Cinotto	2	1	1	—	—	2
Mikkola	1	—	—	—	—	—

'Did magnificent job on MGB Sports!'

says Scottish user, (since re-endorsed). *'As an engineer'* says Warrington user *'find Waxoyl far superior in steel preservation and long life lubrication'* Waxoyl also slows down depreciation. Holds highest re-sale value BONUS! Quite astonishing body work 'duster rub' shine lasts for months on end.

You certainly are on to a good thing when you Waxoyl Rustproof your car. Up goes market value. Just as it did for this Merseyside user (22 Jan. '80) *'Eleven years ago, treated 3 yr. old Austin 1100. Sold it this week for more than I paid for it'.* Also on to a good thing: (Edinburgh) *'Recently sold 5 yr. old Avenger. Trade-in almost price when new. Waxoyl does everything you claim'.* Now, how about **this**! Mr. Bert Brett, S. Wales car enthusiast extraordinaire, (pictured here) did £3,500 Trade-in for Morris 1000 Estate he'd paid £800 for 2½ yrs. old, in 1973. *'After 6½ yrs.'* says he (13 Nov. '79) *'no sign of rust'.* Manchester user was on to a good thing, too: (3rd Jan. '80) *'Made 40 quid on '61 Hillman Super Minx Convertible. Bought it for £60 riddled with rust! Treated with Waxoyl. Sprayed exterior with "Hammerite"'* (High-Gloss Metallic Hammered Enamel Paint—another Finnigan rust killer) *'Used car for 3 yrs. sold it for £100'.* UP goes market value even if you don't sell yet awhile. See what pleased and proud owner of **fourteen years' old** Jaguar says (Aug. '79) *'Money won't buy it. Have used only Waxoyl over the years. Thank you for wonderful Waxoyl'.*

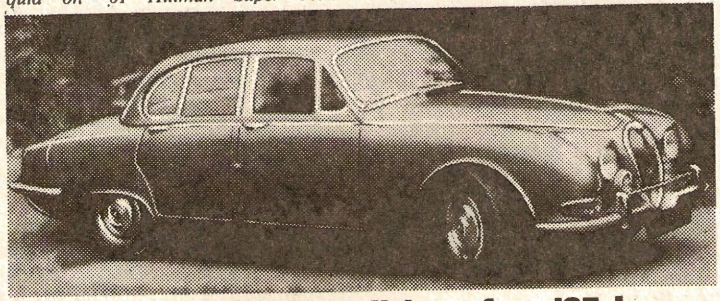
Up to £600 Trade-In Bonus

Scarce and pricey Top-Class Used Cars, as you will know, are invariably **rustfree.** Hence Waxoyl pay-off. Welcome pounds more than for 'ordinary' condition on trade-in. **Even up to £600 difference** according to make, (see motoring journals classifications). It's not unknown for long-ago Waxoyl treated cars being classed as collectors' items today. More kudos to enjoy! And there's **further** Bonus. Waxoyl **lubricates** too! Keeps car in sweet running good humour, lubricates parts that ordinary oiling cannot reach.

Waxoyl 'Know-How'

Finnigan chemists have unusual, if not unique, rust inhibitor. Kills rust dead. Only rustproofer that **does** (according to one of world's major oil company's test report). Come-back no problem. Finnigan engineers know *how, where, and why* cars succumb to rust-rot. Stripped-down new, mod. mileage cars, old 'bangers', showed exactly how Waxoyl can (and does!) hold 'Showroom' condition. Oldies roadworthy if there's metal enough to polarise with Waxoyl.

Spray Plan photos simplify 'Showroom' condition at every stage. Waxoyl kills 'creeping corrosion' behind prefab. unit paint cracks. Keeps vital load-bearing chassis members safe from splashed-up rust spores in mud, slush vicious road SALT! in faulty spot-welded seams, joints. Under wheel arches! At screwed on accessory fitments. Condensation rusting in Box sections. Nothing forgotten. Nothing left to chance!
No need to crawl under car in most cases.



AA REPORTS after FOUR WINTERS "No rust on visible WAXOYL treated areas"

NORTH SEA OIL — LAING off-shore's largest Rig uses WAXOYL on sea-washed equipment

One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

Mr. Bert Brett's 'car in a million'

Up to £4,000 cash offers poured in from fanatic collectors. His customised car, after dousing with Waxoyl, rated top of all nation-wide Rally entries. Appeared EIGHT times on T.V. with Mr. Brett. Featured on BBC Radio 1, Dozens of newspaper editorials.

('Not a mark on it' says Sunday People) Mr. Brett traded-in £800 car for brand new £4,500 MGB. GT. at Cardiff B.L. Dealers. Even a smidgin of rust would have kyboshed the deal. That's for sure. But Mr. Brett knew he was on to a good thing with Waxoyl Rustproofing!

Not a bought-in product marketed under another name. Only Finnigan's make Waxoyl. Order direct. Use also on Boat Trailers, Boat Fittings, Hinges, Padlocks everything vulnerable to rust damp.

People amazed at condition of my '65 Jaguar

Says Walsall, Staffs. user (Aug. '79).
"No rust or corrosion anywhere; has appearance of brand new car. Purchased 1965 from a Barmouth Garage. Quite large sums of money offered. Am not interested. Everything on car is original except tyres and brake pads. Paint is original. Thank you for your wonderful Waxoyl." Oct. '81 ". . . still in as good condition as ever it was. Surprising how far Waxoyl will penetrate. 20 Litres lasts a very long time. Wouldn't be without it."

Treacherous Multi-Metal Corrosion.

What is not generally known is that treacherous electrical inter-action between dissimilar metals intensifies corrosive action. Todays cars are all multi-metal constructions: Zinc, Steel, Aluminium, Copper, Stainless Steel, Cadmium. Water passing over any of these metals, then on to steel bodywork, even some distance away, causes rapid corrosion, and your car loses that "Showroom" condition.

First and Only Successful Rustproofer to Beat Multi-Metal Corrosion

as well as Road Salt Rusting on Mild Steel. Original Waxoyl formula, now further developed, produces greatly intensified power resulting from unceasing R&D in Finnigan's Works' laboratories. Now with deeper **Penetration** into metal and rust pores, with even greater **Tenacity** – the distinguishing mark of any rustproofer's real worth.

Most Sinister of all Road Conditions in Lab. Tests

Finnigan's chemists used what is a formidable combination of two dissimilar type metals: Copper wire wrapped around Steel. Degreased Steel plates were tightly over-wrapped with emery rubbed Copper wire. Twelve of these plates were each sprayed with salt water and immediately coated on top of the salt solution with twelve leading advertised rustproofers, including WAXOYL. This most sinister of rust-rot tests lasted seven days, by then, only the WAXOYLED plate remained bright and clean.
Colour leaflets, available on request, show how the test plates reacted.
The test results also proved conclusively that the further developed new WAXOYL

It's easy to see how WAXOYLED rust free car can gain up to £600 extra trade-in value, on an average 3 year old family car.

Rust Inhibitor the Key

You need to force out the 'bite' in air moisture on metal to **kill** rust. Waxoyl does this most easily for you because it's **electrically charged.** Which sets Waxoyl apart from rival rustproofers. AND perpetuates 'Showroom' condition because Waxoyl 'CHASES' air moisture attack year-in and year-out with no let up. And the secret is in Waxoyl rust Inhibitor.
Imagine Inhibitor molecules as tadpoles, interlaced with hard wax particles. Finnigan's 'Super Jumbo' Sprayer jets molecules by the billion into car's innards. Inhibitor 'tails' sink deep into metal pores. Magnetic attraction vastly exceeds air moisture's grip. Ejected globules have nowhere to go but OUT.
In continuous water-repellent skin, tadpole 'heads' and wax particles seal-off magnetically **inexhaustible** rust-killer 'tails' in metal pores. Perpetuates 'Showroom' condition without paying over £100 plus VAT, mostly for labour, then suffering smelly stuff they use at rust-proofing centres. You'll be more than happy with, clean, CLEAN Waxoyl. Save £1.17 with Spray Kit offer. Use coupon.

What World Users Say

Coles Cranes: *'Saves 50% on working costs. Booms no longer freeze up in Arctic conditions.'* Swiss Gov't. *'Rust stopping qualities very good.'* Citroen Car Club: *'Fantastic Stuff!'* Chrysler Centre, Basle: *'Most satisfactory'* Australia NSW. *'Coating still intact on Rover 3500 in corrosive sea air.'* MOTOR Magazine: *'Remains active indefinitely'.*

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Power Sprayer adjustable: fine to forceful 8 ft. Jet.
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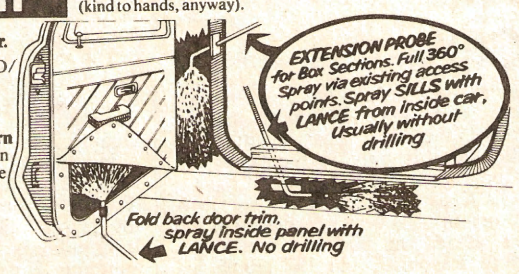

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DRUMS: 20 Litre £40.71 60 Lit.....	£98.04
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Right up to the end

With the World Rally Championship effectively half way through the current season, the battle for both the Makes series and the Drivers title looks set to continue until the bitter end — the Lombard RAC Rally in November.

Walter Rohrl and Opel appear to hold the edge at this stage, although luck has deserted the early favourites for the 1982 titles, Hannu Mikkola and his Audi. In fact, Michele Mouton's sensational win on the Acropolis last week, means that the Audi number 2 driver is likely to pose the biggest threat to the German and his Russelsheim built Ascona 400.

Some have already dismissed Mikkola, preferring to consider the battle now between the French girl and the German. There seems little doubt that the Finish ace will be determined to make his mark on the 1982 Championship however and it is quite possible that Mikkola will yet scoop the premier award.

The current confusion over the Codasur event does not help his position, and if the rally is cancelled — the organisers have now admitted that cancellations may be inevitable — then FISA must decide this month on what action to take.

In both the Drivers series and the Makes series, competitors score on seven events, and no firm decision has been made should a qualifying round be dropped. Obviously if Mikkola loses a chance to score, and the number of rounds which count remain at seven, his problem becomes even more acute.

Rohrl — World leader.

Alternatively — and this option would apparently be popular with the teams — FISA could nominate Brazil as a counter in the Makes series, and then Audi would pack a couple of cars and Mikkola would add an event to his present programme. Currently Audi may not include Brazil if it is only a Drivers' event. The option to Brazil is the Ivory Coast event, a rally which is not generally enjoyed by the teams.

The Brazilian event — sponsored by Marlboro — looks set to survive whatever problems have been caused by the Argentina disaster. The sponsors have already expressed interest in ensuring Shekhar Mehta attends in a Datsun, and the company must have another two cars — originally destined for Codasur — which could be diverted to Brazil.

That should mean that Tony Pond would get a drive with the team, again alongside Timo Salonen. Additionally the Rothmans Opel equipe could be expected to attend, despite the fact they don't (theoretically) have the budget or a car to send.

Certainly the World Championship is set for a thrilling second half of the season, but the final outcome could be significantly affected by decisions in Paris later this month. The FISA Commission will decide exactly what action to take if Argentina eventually withdraws from the series.

FISA discussing 1983

A meeting in Paris this week is likely to see a firm committment from the manufacturer's association — the BPICA — to back the end of the 'old' Groups in December this year. Among the topics for discussion will be the recent speculation about representations to FISA aimed at allowing Groups 2 and 4 to be eligible for International competition in 1983.

There has been concern from several organisers that at the start of the 1983 season there are simply not going to be sufficient vehicles homologated into the new categories; Groups A, B, and N. They believe their events will suffer in status — and financially.

Consequently they have approached the FISA with a view to the organising body extending the deadline on the old machinery. Although Continental sources believe this deadline will be removed, the manufacturers are adamant that as FISA have introduced guidelines, they must now stick to them. It would do no good at all for a factory — conforming to the letter of the new rules — to see his Group B machinery being blow away during next season by the outdated Group 4 cars.

The BPICA therefore expect to go to the FISA Commission, (due to sit later this month) and urge them to stick to their principles. The situation could be tense, as the organisers are just as convinced of their argument.

One logical suggestion could be the adoption of a system currently in force in World Endurance racing. The old Group 6 cars are allowed to compete in individual events, but cannot score points towards the official championships. The system will still not please the manufacturers, but it would at least ensure that events do not suffer crippling financial losses.

The RAC have not taken sides in this apparent dispute, although Chris Belton did state that an immediate answer was vital, whichever way the decision went. A long delay, until October would only complicate the problem.

Audi in NZ . . .

The next official appearance for the Audi Sport drivers contesting the World Championship will be the Motogard Rally in New Zealand. Although early plans nominated Hannu Mikkola to drive an Audi Sport UK car prepared by David Sutton, that plan has now changed.

Both Mikkola and Michele Mouton will now drive cars prepared at the Ingolstadt headquarters, although Sutton remains in control of the exercise.

"We are very pleased that Audi have entrusted us with running the team in New Zealand," commented Sutton, "because we have actually only been with them for five months. Although we have experience of many, many World Championship events, this will be a new one for us all. We are still learning a lot from the Ingolstadt team, but everything is going well, and we are looking forward to the rally." The team leave after the Scottish Rally next week.

. . . and SA

The organisers of the Castrol Rally deep in South Africa, are currently delighted with the response to their event from Europe, and expect a number of stars to head south at the end of this month. Bjorn Waldegaard could drive a David Sutton Audi Quattro (repeating his outing on the Welsh Rally) while two Opel Asconas for Rothmans drivers Jimmy McRae and Henri Toivonen are also expected.

The Castrol Rally is the most important event in that part of the world, and starts on July 3 running for three days before the finish. This year it seems likely that Tony Pond would also appear, continuing his series with Datsun.

The biggest overlap to any established programmes would be McRae's commitment to the European Championship, and only three days before he would have to complete the formalities for the Castrol Rally, he will still be contesting the 24 Hours of Ypres. An objective this season has always been a high finish position in the Euro series.

New Zealand looks for new sponsor

The organisers of the 1983 New Zealand international rally are seeking new sponsorship for the World Championship event.

New Zealand Motorsport Association president Morrie Chandler; "The present five-year sponsorship arrangement with Motogard expires at the conclusion of this year's WRC event towards the end of June," said Chandler, adding, "we have had to work long and hard to attain world recognition and we must negotiate a sponsorship for 1983 in the next few weeks."

This year's Motogard is being observed by FISA officials and Chandler said his association hoped to ensure New Zealand's inclusion in future World Championships.

How the British fared in Greece

While Jim McRae and Tony Pond attacked the Acropolis with works support there were a couple of British private teams which made their way south to Athens. Unfortunately neither of the two cars reached the finish, and indeed both were out before the cars returned to Lagonissi at the half way point of the rally.

Trevor Hadley retired his Taurus Opel Ascona very early in the event when a front strut broke, punching its way through the wing. That meant Keith Billows was the only representative, but he too went out before half way.

His Escort RS, sponsored by CMA Motorsport was very well placed as the cars tackled the final batch of stages before Lagonissi, but the clutch exploded, and he too was forced to return.

Rothmans Sanremo

At a reception held before the Acropolis Rally started, the organisers of the Sanremo Rally announced that Rothmans will be supporting their event. In conjunction with the existing sponsors, Fiamm, Agip, and Sanremo Casino, Rothmans International will be in evidence.

The rally is a round of the World Championship of Drivers, and Makes, and takes place between October 3/8. It will follow its traditional route, with the early first loop of seven special stages, before heading south towards Sienna and a night's rest.

The third leg heads for Pisa with 18 stages, while the fifth heads north again, for Sanremo before the final loop around Sanremo with the finish on Thursday, October 7.

In addition to the general classification, there will be a special category for 'Promotion' drivers, a system similar to the 'private' label used in this country. Informatin is available from: Rallye Sanremo, Hotel Royal, CP 331, 18038 Sanremo. Tel: 0184 8 45 18.

No to 4WD

Peter Ashcroft has denied rumours circulating in Europe that Ford were concerned about the four-wheel-drive domination of rallying, and still not committed to production of their new RS1700T.

"We are still not seriously considering four-wheel drive in competition," he said, "and there is no truth in these rumours. The company is 100 per cent behind the RS1700T project."

Toivonen for 1000 Lakes

An addition to the official Rothmans Opel Rally Team programme for the season is the appearance of Henri Toivonen on the 1000 Lakes Rally in August. Team leader Walter Rohrl will not start the rally — he apparently did not consider it an event suitable for collecting points — but the young Finn will now use an Ascona 400 from the official team.

He will be out for victory, and this event is a real race. Suited perhaps to the two wheel drive machine, and certainly suited to Toivonen's spectacular style. He will use a phase 3 engine — the latest Cosworth development for the Opel.

A Renault excluded

Although 34 cars actually made the ferry to Athens last Thursday, only 33 were classified as finishers, as the Group A winning Renault 18, driven by a local importer was excluded. At scrutineering at the finish his car was excluded from the results, and Group A therefore went to Toyota Corolla driven by Christos Panaourgias. Second was an Escort RS 2000, and third a 1300cc Toyota Starlet.

Darniche — BMW win soon?

Darniche's BMW close

Bernard Darniche came very close to giving the new BMW M1 its first win at the weekend when he was leading the Rallye Mont Blanc until the final stage of the French Championship event. Unfortunately he was unable to complete the course as he was in pain from a back injury. The final stage (which was run twice) was extremely rought and the Frenchman decided to retire after the gentle reconnaisance allowed by the organisers.

Renault 5 Turbos took first, and second places ahead of Beguin's Porsche and Sola's Renault 5 Gordini. In fifth spot was Cesar Baroni, driving a Tony Maslen Ford Escort RS. This was Pentti Airikkala's car used in the Welsh and in Haspengouw; fuel injected and trying 15ins rims with low profile tyres. "We are very pleased with the way that the set up worked," commented Maslen afterwards. "It was the first time we had tried the combination and we had no problems at all."

Rod Millen in action in his Mazda RX-7 on last year's RAC Rally.

Millen extends his Mazda interests

Current American SCCA Pro-Rally Champion, Rod Millen is expanding his Newport Rallying company in order to offer hire deals for the rest of the series. He has three Mazda RX7s available in addition to his own championship leading car.

The cost of hiring one of Millen's cars depends on the length of the event and its distance from Newport Rallying HQ in California although the price will be between 10,500 and 15,000 dollars. The driver will receive a newly prepared 250bhp RX7, service support and a tyre allocation of between 30 and 50 covers. The entry will be taken car of so all the driver has to do is turn up and drive!

Further information about the hire deal may be obtained from David Palmer at Mazda Cars UK, Tunbridge Wells. Tel: 0892 40123.

Millen is at present on his way to New Zealand to prepare for the Motogard Rally, where he will drive a Group 2 RX7 for the factory. He is also due to come to Britain in November for the RAC Rally, driving the TWR/Mazda UK car. A shakedown run on the Pace Petroleum National Rally on October 16 is also planned.

Rallye Deutschland aims for world status

German rallying is about to enter a busy period with the Hessen Rally taking place this weekend and the latest addition to the calendar, the ADAC Rallye Deutschland, running in October. Both are major events although the Hessen Rally is the only one that counts toward the European Championship, as a coefficient 2 round.

The later event, comprising 1750Kms is labelled as a practice for the World Championship event that the organisers intend for the future. Unfortunately the internal politics of German rallying mean that the two major organising groups seem to be in conflict with one another, a situation which seems to preclude a really top class event.

The organisers are confident however that their event will be included in the World series within the near future. Their pre-event publicity points out, "Our cars and drivers are currently among the leaders in the World Championship. That is why our country should have a World Championship event."

Rally companies combine for Scottish

Two valuable trade support services which have been a regular feature of events around this country for some years, are to combine. David Hardcastle and David Bird will join forces on the Scottish International this weekend, to continue to offer welding and electrical expertise on the rally.

Hardcastle has taken the action following BOC's withdrawal from the sport a couple of months ago. The new service will operate from the original van — now in the blue and white colours of Hardcastle's new company, Rally Racing. Obviously there is now no sticker requirement from competitors, although a small charge — probably about £10 — will be made for emergency repairs.

"The idea is to cover our costs," commented Hardcastle, "we are not trying to make money from drivers, but we really feel that the service is of value to teams. Last year we did about 30 jobs on the Scottish."

Bird will continue to offer his electrical service, and he is of course a trade supplier for many components, which feature in modern competition cars. The duo will appear for the first time at scrutineering this Saturday, and they will announce schedules in Glasgow. Hopefully, if this first outing is a success, the van will again become a regular part of the National and International scene in this country.

Chisum: first US fatalities

The Chisum Trail Rally, run in Texas and Oklahoma recently, saw the first ever fatalities in American Pro rallying. John Woolf and Grant Whittaker, driving a Peugeot 504 V6 Coupe, were lying third behind John Buffum and Rod Millen after five stages but collided with a marshal's four-wheel drive vehicle travelling the wrong way on a stage.

The Clerk of the Course had realised that a group of marshals were missing and delayed the start of the stage to allow them to get into position. Unfortunately the marshals had strayed onto the track as there were no wheel tracks to show that competitors had passed (the stage should have started some 30mins earlier).

The Peugeot was first on the road, flew over a brow and collided head on with the marshals' car. Woolf was killed instantly and Whittaker died on the way to hospital. The marshals received only minor injuries. The rally was stopped and will not now count towards the PRO Rally series. Woolf's funeral took place last Tuesday (June 8), at his home town of Falkland in New Zealand.

JOHN WOOLF & GRANT WHITTAKER

John Woolf and Grant Whittaker were killed in an accident on a special stage at the Chisum Trail Rally on Saturday 29th May. Driving a Peugeot 504 Coupe V6, they met a vehicle driven by rally officials who were returning to the start control. Woolf was killed outright, and Whittaker died shortly afterwards.

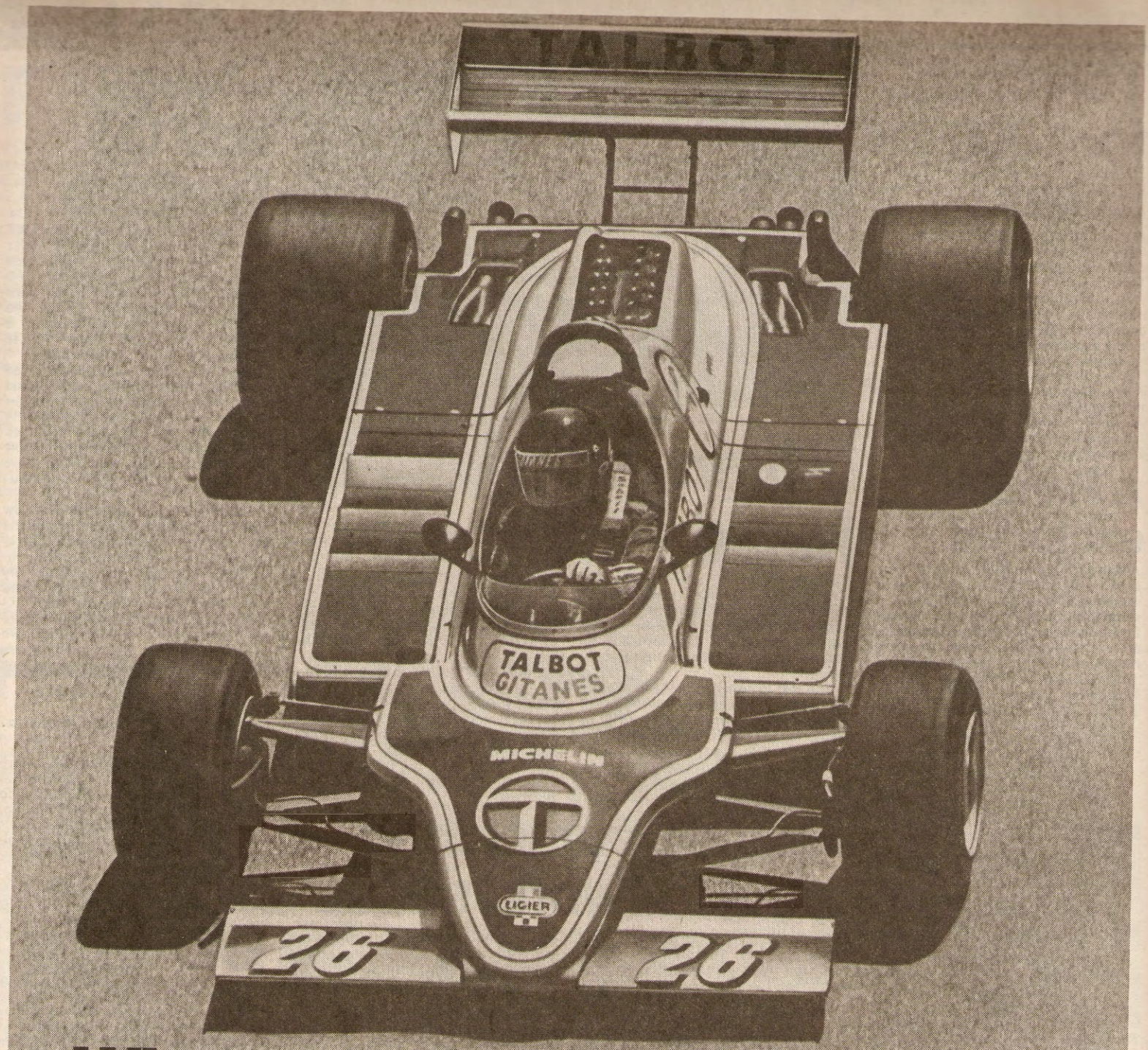
Woolf and Whittaker were New Zealanders and had been life long friends, first entering rallies in 1975. They became internationally respected on the 1977 South Pacific World Championship rally when at the age of 21 they gained an impressive sixth place. They were always popular, made more so through their assumption that rallying was primarily a sport. During that 1977 event they stopped and rescued Millen who had been stranded with an axle failure. They enhanced their reputation with a fourth place on the New Zealand Rally the next year.

Rallycross champion in 1978 and 1979, John watched with interest when Rod Millen went to North America and the two took one-way tickets for California, and the Golden West 2000. John and Grant were winners.

They stayed in America, earning their keep and making their way from event to event. They were able to progress from their Mazda RX3 to an RX7 and in 1980 they came third in the SCCA series behind John Buffam and Rod Millen. In 1981 they were second behind Millen. For this season Woolf ran a Peugeot rally team.

Woolf was married in January 1982 to Carol, and was only 26 years old. He was a member of an enthusiast motor sport family: his father Allen was an active competitor for years.

Whittaker (born Auckland July 24 1955) was single. Although not entered for the forthcoming Motogard Rally, their loss will cast sorrow over the event, such was their popularity.



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BL deny rumours of 4WD plans

Despite continuing rumours on the other side of the Channel, BL have stated that a four wheel drive Rover 3500 will not contest the Mille Pistes Rally in southern France later this month. Apparently the team had hoped to head south with the same car which appeared on the Rallysprint, but the plan has now been abandoned.

"The Rover is subject to an ongoing testing programme," commented BL Consultant John Foden," and this will continue, although it will not be carried out in competition. It was not possible to include the Mille Pistes; there is simply too much going on."

The Rover therefore — strictly in two wheel drive form — will continue its work around the country, but we will have to wait until later this year, before it makes any further competition appearances.

Culcheth's school for pace notes

Rally schools are not a new idea but the one that Brian Culcheth is planning for August is rather different. 'Culch' will be running a pace-note school on the Isle of Man in time for the Manx International Rally, to give drivers much needed tuition in the art of making these all-important notes.

The classes will be geared to each driver's particular experience. There will be an opportunity to learn the art from scratch or to improve on skills already attained. Malcolm Wilson has already enrolled as a pupil.

The cost of the course will be dependent on the number of applications and so early contact is recommended. Culceth's knowledge of the island is extensive, "After all I did show Tony Pond the way around!" he said. He can be contacted at Birchall, Turweston, Nr Brackley, Northamptonshire. Tel: 0280 702363.

Smith is back in front

John Brown learned the hard way at the weekend that you should finish events at all costs. An off on stage seven saw him take a maximum and he decied to retire at that point. Unfortunately for him the stage was later cancelled following a small forest fire.

The result now means that the Esso/BTRDA Championship is wide open again and Trevor Smith has regained the lead. Fred Henderson's win brought a broad smile to his face and moved him into second place overall, six points behind Smith.

Esso/BTRDA Championship Positions after 4 rounds

1 Trevor Smith (Ford Escort RS)	55
2 Fred Henderson (Vauxhall Chevette HS)	49
3 John Brown (Ford Escort RS)	44
4 Trevor Prew (Ford Escort RS)	40
5 Steve Benton (Ford Escort RS)	31

Coleman gets Ascona

Billy Coleman will drive the Dealer Opel Team Ireland Ascona 400 on the forthcoming Donegal International, following the exclusion of Ger Buckley. Coleman was offered the drive late last week, and although his co-driver has not yet been nominated, the team are delighted that he has accepted the offer. He is Ger Buckley's cousin!

Buckley was outlawed from the event when the organisers caught him on a special stage recently. Apparently he claimed to be in the area on business, but the organisers — Donegal MC — quickly rejected his plea, and informed him of their decision.

Their statement also included news that Winston Henry and Ronan MacNamee have also contravened the rules concerning recce work on the stages, and have also been excluded.

Mille Pistes details

The Rothmans Mille Pistes Rally takes place on July 3/4, based in South of France to the North West of Cannes. The seventh round of the French Rally Championship, currently led by the Porsche 911SC of Bernard Beguin it is a predominantly gravel event unlike the last round, the Rallye Mont Blanc.

The 590Km route comprises 19 special stages totalling 292Kms starting from Canjuers at 12.45pm on Saturday July 3. Five stages on Saturday bring the cars back to Canjuers at 6.20pm. Sunday sees the cars set off around the stages again before the rally ends at Canjuers in the late afternoon. Last year the rally was won by the Citroen CX of Patrick Lapie from Alain Coppier's Renault 5 Alpine.

Aftermath of disaster

Two horrific crashes have been in the news recently. Both drivers received extensive treatment afterwards but happily they are now well on the way to recovery. Attilio Bettega (above) was trapped in his shattered Lancia Rally for some time after hitting the side of a house on the Tour de Corse at the beginning of May. Both legs were broken as the front of the car disintegrated. The Rothmans Manx Stages later in the month saw Mike Stuart in trouble after his JC Motorsport Ford Escort punctured a tyre at speed. The car, although extensively damaged, absorbed the impact substantially reducing the extent of Stuart's injuries. He is still in some pain but is determined to return to the national scene on the Peter Russek Manuals Rally at the end of July. "I really feel that the roll cage and the Simpson helmet saved my life. It has made me much more safety conscious. Good equipment is worth paying the extra."

Briefly . . .

● The seventh round of the Shellsport Welsh Stage Rally Championship, the ATS Stages Rally, takes place on Saturday July 10, starting from the Abernant Lake Hotel. The entry fee will be £79 for the 50 stage mile event. Details are available from Selwyn Thomas, Hillocks, Llangunnor Road, Carmarthen, Dyfed. Tel: Carmarthen 6137.

● Sporting CC of Norfolk will be running their TSB Stages Rally on July 3/4. The 50 mile event is a round of the Century Oils/*Rally Sport* championship as well as the Lada Challenge. It will start from Hotel Norwich at 2pm and finish at Snetterton Circuit at 12.30am. Regulations are now available from Julia Marcantonio, 12 The Close, St Lawrence Avenue, Brundall, Norwich.

● Regulations for the fourth round of the *Motoring News*/BTRDA rally championship, the Cambrian News Trophy Rally, are now available from Paul Jones, Llys Einion, Pontrhydfendigaid, Ystrad Meuring, Dyfed. Tel: 09745 367. The event takes place on June 19/20 and the 150 route starts from Aberystwyth Car Park at 10.50pm.

● John Lyons will start the Donegal Rally next month, despite rumours that he was to miss the event. He has decided (with a little help from his sponsors) that the Escort RS will fly the Downtown Radio/Primark colours in Donegal, an event he won in 1981.

● Mike Thompson of the IRDC is to compete in the 'Great North Run' on June 27. He is looking for sponsorship and any money made will go towards the IRDC's annual handicapped children's day out, to be held this year at Donington on July 29. Anyone who wishes to sponsor Mike, or help with the day out, should contact Val Shenton on Derby 513940.

● July 17 secs the fourth Esso Border Counties Rally, a round of the Esso Scottish, Esso/BTRDA, Malcolm Wilson Motorsport and Fife Metal Structures championships. Starting and finishing in Galashiels, the Hawick & Border CC event will have a 55 mile route through the Tweed Valley. The entry fee is £75 and regulations are currently available from Mrs E Brown, 212 Magdala Terrace, Galashiels. Tel: Galashiels 56132.

● Tony Worswick's plans to compete on the Donegal International Rally have had to be shelved following his retirement on the Rothmans Manx Stages. The Demon Tweeks Escort blew its 320bhp Hart Formula 2 engine when the crew were lying 11th and Worswick will now be out of the sport for several months.

● Following their retirement on the Forth Electrical Stages, Doug Riach and Jack Davidson will be hoping to achieve a good placing on this weekend's Scottish Rally. Currently lying fifth in the Scottish championship, the crew need a good result.

After a fine sixth in Greece, Jimmy McRae will be favourite on home soil.

SCOTTISH INTERNATIONAL RALLY

Tough Scot

KEITH OSWIN looks at the prospects for the Arnold Clark Scottish Rally this weekend.

The action in the Rothmans RAC Open Rally championship moves north of the border into bonny Scotland this weekend as the competitors tackle the Arnold Clark Scottish Rally. Generally regarded as the toughest rally in the series, the Scottish will doubtless produce its usual mixture of fast dry stages, punctures, and those inevitable midges!

Heading the entry list for the 1982 event is World Champion Ari Vatanen, driving the MCD Services Ford Escort RS. On the last round in Wales, Vatanen was excluded for taking the wrong route on a stage and will doubtless be out to wipe the memory of that error from his mind. He has asked the mechanics to provide a good reliable forest specification car.

Behind the World Champion is the man that many see as the favourite for a win, Hannu Mikkola. Driving the Audi Quattro in the series again, after lending it to Bjorn Waldegaard for the Welsh, he will be determined to make up for the disappointment in Greece when he ran out of service time after just two stages. He stayed on to help team-mate Michele Mouton to her third World Championship win, but expressed his determination to do well in Scotland immediately afterwards.

One of the biggest threats to Mikkola will come from the Rothmans team drivers Jimmy McRae and Henri Toivonen. McRae is over the moon with his sixth place in Greece on only his first World Championship rally. On his home ground, he will be a hard man to beat, especially having nearly won last year, eventually being forced to concede victory to Tony Pond.

Team-mate Henri Toivonen will be out to increase the lead he holds at the head of the Rothmans series points table and with a third place on the Acropolis behind him, will surely be in top form.

Terry Kaby and Russell Brookes will both be going to Scotland to erase the memory of their disastrous Welsh Rally when both cars were forced to retire early in the event. Kaby's domination of the National scene seems to desert him on the International series — perhaps Scotland will change all that? Brookes is already a past winner of the event and should go well if the car holds together. The Chevette is a known quantity on the event having won last year with Pond and with Pentti Airikkala, in 1979, who sadly will not be seen in Scotland this year.

Stig Blomqvist has another go in the Peugeot Talbot Sport Lotus Sunbeam that he drove on the Welsh and Per Eklund will try for the fourth time this year to finish an Open round. Last year he was involved in the famous controversy surrounding the Moffat time control. Having received a 14min road penalty, co-driver Frank Main had it scrubbed when it was discovered that the control boards were in the wrong place.

The Scottish also welcomes Malcolm Wilson back to the international arena, driving the Malcolm Wilson (Motorsport) Ford Escort with Phil Short alongside the young Cumbrian driver.

Behind the 'professionals' are a whole string of drivers that will ensure that the leading runners are made to work for their victory spoils. Led by the flying TR7 V8 of Ken Wood, the list includes such names as Bertie Fisher, Ivor Clark, Ian Wilson, Ronnie McCartney and Doug Riach. All could get among the results at the end of the day, just as the many talented privateers did in Wales.

The Scottish marks one of the social high spots of the year, making this many people's favourite rally. Certainly, whatever happens on the stages rarely dampens the enthusiasm at the legendary end of rally party! It is, however, on the stages where the real battle will take place and by the time the survivors reach the Holiday Inn on Tuesday morning we could well have a new Open Champion. Henri Toivonen holds a slender six point lead from McRae, with Mikkola a further two points adrift. The young Finn could clinch the title before the final round, the Manx International, but it would take a disastrous event from his rivals to bring about that result.

Information service

British Telecom will again be offering their 'Dial-a-Result' service during the event. The service may be reached by dialling most local exchanges, followed by 8020. In addition the following numbers will be in use:

Birmingham	(021) 611 1212
Edinburgh	(031) 2468601
Glasgow	(041) 2468022
London	(01) 2468020
Liverpool	(051) 2468020
Manchester	(061) 2468020

Spectator information

Saturday, June 12
Scrutineering: Holiday Inn, Argyle Street, Glasgow. Trade area in Bishop Street.
Start: George Square, Glasgow. First car away at 5.01pm.
SS Strathclyde Park: Between Motherwell and Hamilton, NW of M74. First car, 5.30pm.
SS Cardrona Forest: Park near Stage entrance (64/723559). First car, 7.10pm.
SS Castle O'er (79/233957): First car, 9.45pm.
SS Twiglees (79/221947 or 79/209938): Signposted from B723. First car, 10.00pm.
Rest halt: Moffat, 11.00pm to 12.15am.
Sunday June 13
SS Dalbeattie: Between B794 and A710, SE of Dalbeattie. First car, 2.10am.
SS Kirroughtree: Between A712 and A714, north of Newton Stewart. First car, 4.40am.
SS Drumjohn: North of A174, 12 miles west of Newton Stewart. First car, 5.30am.
Rest halt: Glasgow. Service area. From 8.15 to 10.00am.
SS Devilla: Approach via A985 and follow signs. Admission £1 per car. No parking on A985 or at stage finish. First car, 10.55am.
SS Knockhill Circuit: Stage and service area. Located on A483, north of Dunfermline. First car, 11.30am.
SS Craigvinean; West of B898, north west of Dunkeld. First car, 1.30pm.
SS Drummond Hill: At north end of Loch Tay, off A827 west of Kenmore. First car, 3.15pm.
SS Errochty: South of B847, five miles west of A9. First car, 4.15pm.
Overnight halt: Aviemore. First car due at 6.15pm.
Monday June 14
Re-start: Aviemore 9.00am.
SS Ben Aigan: Two miles north east of Graigellachie. Limited parking at stage finish (28/335494) on verges of A95. Do not approach stage start. First car, 10.20am.
Service area: Keigh. First car, 12.50pm.
SS Whiteash: Between A96 and A98, east of Fochabers. First car, 2.20pm.
SS Ordiequish: South west of A96, south of Fochabers. First car, 2.40pm.
SS Culbin: On Moray Firth coast, north west of Forres. First car, 4.05pm.
Rest halt: Inverness. Parc Ferme at Ladbroke Mercury Hotel (26/684457). Refreshments available, 5.45 to 9.45pm.
SS Port Clair: Start (34/423149) and finish (34/391107). First car, 11.50pm.
Tuesday June 15
SS Mandally: Access via stage exit (34/300986). Park in lay bys on A82. No access to stage start. First car, 1.00am.
SS Leanachan (41/146772): Beware two way traffic. Use verges and lay bys on A82. First car, 2.20am.
Service area: Connel airfield. North of Oban (49/909360). From 4.45 to 6.00am.
SS Knapdale: Park at Cairnbaan and walk to stage finish (55/820903). First car, 8.10am.
SS Minard: Start (55/845910) is within walking distance of Cairnbaan. Parking also available near finish at 55/945925. First car, 8.30am.
SS Rest and Be Thankful: Limited parking near start (56/229075). Otherwise use forest tracks off B828. First car, 10.00am.
Finish: Holiday Inn, Glasgow 12.30pm. Prizegiving at 7.00pm.

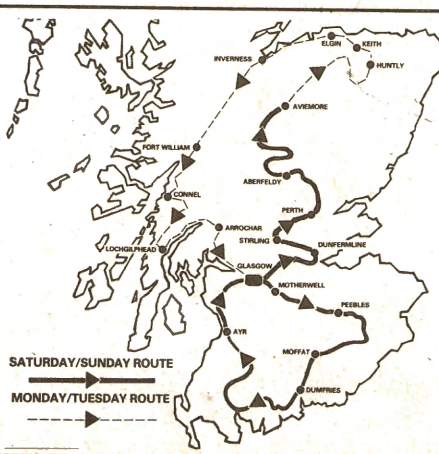
Form guide to the last six British International Rallies

	Scottish	Manx	RAC	Mintex	Circuit	Welsh
1	Pond	Pond	**Mikkola**	**Mikkola**	**McRae**	Waldegaard
2	**McRae**	**McRae**	**Vatanen**	**Toivonen**	**Brookes**	**Toivonen**
3	**Wilson**	**Wilson**	**Blomqvist**	**Vatanen**	**Toivonen**	**Blomqvist**
4	Airikkala	Campbell	Airikkala	**McRae**	Coyne	Collins
5	Gallagher	Clark	Ragnotti	**Kaby**	Coleman	Tuthill
6	Cathcart	Patrick	**Eklund**	**Brookes**	**Mikkola**	Churchill
7	Patrick	Fagan	Nilsson	Dobie	**Vatanen**	Lord
8	**Brookes**	Stuart	**Kaby**	Cathcart	Buckley	Tilke
9	**Eklund**	'Didi'	Kullang	Lord	Henry	Danielsson
10	Stuart	Brown	Clark	Bannister	Price	Fowden

Bold type indicates drivers competing this year

Leading entries

1, Ari Vatanen/Terry Harryman ..... Ford Escort RS
2, Hannu Mikkola/Arne Hertz ..... Audi Quattro
3, Jimmy McRae/Ian Grindrod ..... Opel Ascona 400
4, Stig Blomqvist/Bjorn Cederberg ..... Talbot Sunbeam Lotus
5, Henri Toivonen/Fred Gallagher ..... Opel Ascona 400
6, Per Eklund/Dave Whittock ..... Toyota Celica
7, Russell Brookes/Mike Broad ..... Vauxhall Chevette HSR
8, Malcolm Wilson/Phil Short ..... Ford Escort RS
9, Terry Kaby/Mike Nicholson ..... Vauxhall Chevette HSR
10, Ken Wood/Peter Brown ..... Triumph TR7 V8
11, Bertie Fisher/tba ..... Ford Escort RS
12, Ivor Clark/Alan Douglas ..... Talbot Sunbeam
13, Ian Wilson/Paul Mason ..... Talbot Avenger
14, Wilson Girvan/Bob Wilson ..... Vauxhall Chevette HS
15, Ronnie McCartney/Godfrey Crawford ..... Talbot Sunbeam
16, Doug Riach/Jack Davidson ..... Vauxhall Chevette HS
17, Robin Lyons/tba ..... Talbot Sunbeam Lotus
18, Bruce Lyle/Andy Kelly ..... Vauxhall Chevette HS
19, John Weatherley/Rick Smith ..... Citroen Visa
20, Stewart Robertson/Lawrence Clark ..... Talbot Sunbeam



Previous Winners

1961	John Melvin/Ann Melvin	Sunbeam Alpine
1962	Andrew Cowan/David Thompson	Sunbeam Rapier
1963	Andrew Cowan/David Thompson	Sunbeam Rapier
1964	Roger Clark/Jim Porter	Ford Cortina GT
1965	Roger Clark/Jim Porter	Ford Cortina GT
1966	Tony Fall/Mike Wood	Mini Cooper 'S'
1967	Roger Clark/Jim Porter	Ford Cortina Lotus
1968	Roger Clark/Jim Porter	Ford Escort TC
1969	Simo Lampinen/Arne Hertz	Saab V4
1970	Brian Culcheth/Johnstone Syer	Triumph 2.5 PI
1971	Chris Sclater/John Davenport	Ford Escort RS
1972	Hannu Mikkola/Hamish Cardno	Ford Escort RS
1973	Roger Clark/Jim Porter	Ford Escort RS
1974	No rally — petrol crisis	
1975	Roger Clark/Jim Porter	Ford Escort RS
1976	Russell Brookes/John Brown	Ford Escort RS
1977	Ari Vatanen/Peter Bryant	Ford Escort RS
1978	Hannu Mikkola/Arne Hertz	Ford Escort RS
1979	Pentti Airikkala/Risto Virtanen	Vauxhall Chevette HS
1980	Hannu Mikkola/Arne Hertz	Ford Escort RS
1981	Tony Pond/Mike Nicholson	Vauxhall Chevette HSR

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107 Deformable	£130.00

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107	£80.00
123	£80.00
123T	£80.00

Rear Aprons

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123	£130.00

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126SEL	£130.00 pair
116SEL	£130.00 pair
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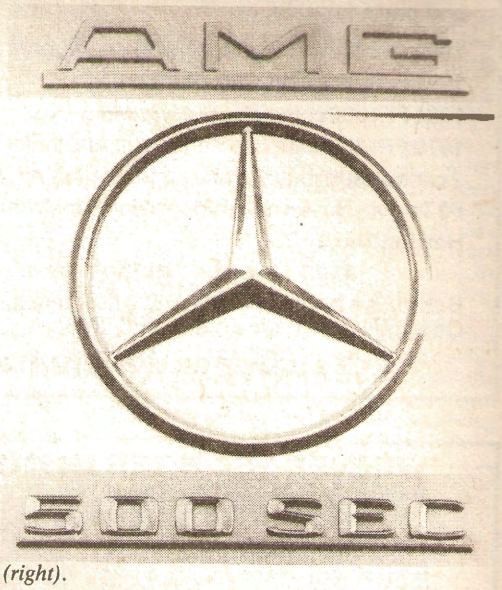


The Mercedes Benz 500 SEC as converted by AMG into a real sporting car, complete with anodised lettering and badge (right).

A sporting Mercedes

TIFF NEEDELL has the highly enviable task of assessing AMG's conversion of the Mercedes 500 SEC.

Tiff Needell has been closely linked with AUTOSPORT throughout his career. His early successes in motor racing came at the wheel of a Formula Ford Lotus 69F which he won in an AUTOSPORT competition in 1971, and he has written for the magazine on several other occasions since then. This year he is driving for the Nimrod Aston Martin works team.

This road test marks a new phase in Tiff's relationship with AUTOSPORT, for over the coming months he will be writing expert appraisals of many exciting road and competition cars.

At long last here is a Mercedes that does the business *and* looks the business. As a longtime admirer of the Mercedes range, I am impressed as much by their enviable mechanical record as their long racing heritage, but I have never felt that the cars looked that attractive to the modern sporting critic. Now, for British fans, Duncan Hamilton & Co Ltd have changed all that.

Duncan Hamilton's garage, now run by his son Adrian, has become the sole official British AMG importer, which means they can now convert your Mercedes into a real eyecatcher. AMG are to Mercedes what Alpina are to BMW: as the German company has been tuning Mercedes for many years, there is plenty of experience behind the tuning and cosmetic treatment now available from the Hamiltons' Bagshot base.

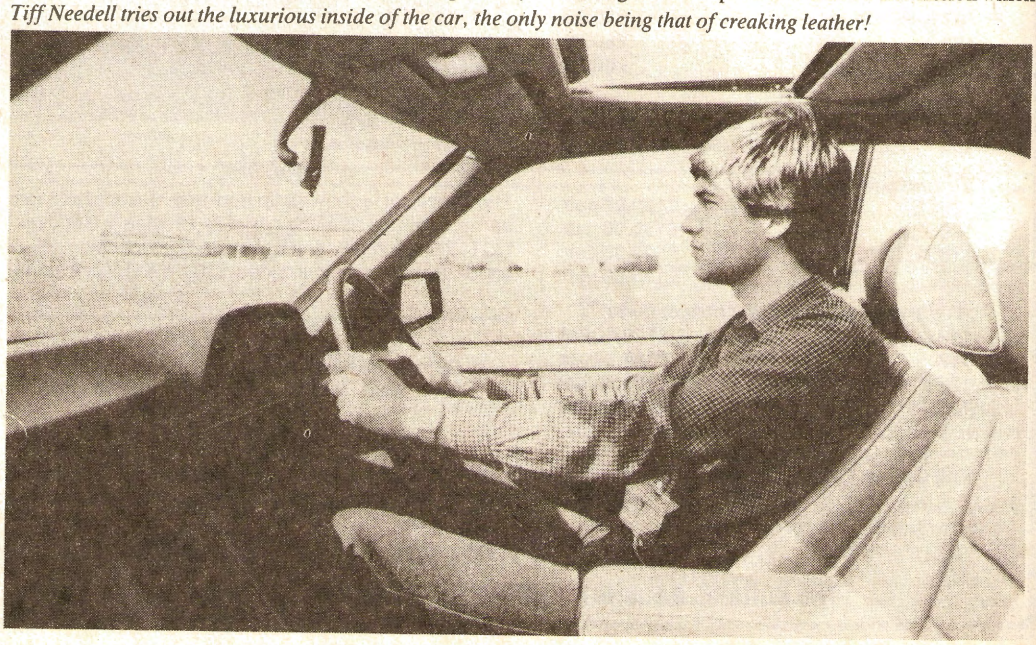
Before being asked to test the AMG version of the 500 SEC, I had already caught a glimpse of the dark, golden brown car out on the road, and it had taken me a while actually to realise that it was indeed a Mercedes. The most striking change is the loss of the mass of chrome that famous badgery — a prominent feature of your average Merc — these being anodised strip and coloured to match the car. From this basic first step, the suspension is lowered. Uprated Bilstein dampers, 16ins Rial wheels to accommodate the low-profile NCT Goodyears, a front spoiler, rear spoiler, rear apron and sill aprons (all in that same car colour) complete the package.

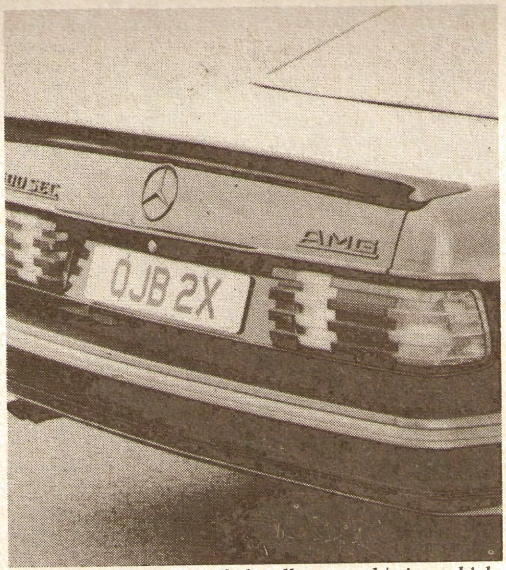
Enough of all these boring details. I wanted to get into the car and drive, leaving those outside to ogle and admire! When first sitting in the car that glorious smell of real leather immediately relaxes you but the seats feel a little too firm and somehow not quite right. Five miles later, and a bit of playing with the controls of a variety of electric motors under the seat, and I was in the right position, but still doubting the German tradition of firm seats. Two hundred miles later, though, I was very comfortable, thank you!

There may be a joke about the only noise in a Rolls being the clock, but in the Mercedes the only sound is the creak of leather!

The Hamilton car was fitted with a standard 4973cc V8 fuel-injected engine giving 231bhp at 4750rpm, but AMG do offer an extra 55bhp with their engine tuning options. The rest of the internals were all standard, including the four-speed automatic transmission which

Tiff Needell tries out the luxurious inside of the car, the only noise being that of creaking leather!





Fore and aft: the aggressive looking front end of the car coupled with the refinement of a headlamp wash/wipe, which, just like the rear, looks stylish even without chrome.

MERCEDES 500 SEC

Specification

Cylinders/capacity	V8/4973cc
Bore/stroke	96.5mm/85.0mm
Valve gear	ohv
Compression ratio	9.2:1
Fuel system	Fuel injection
Power/rpm	231bhp/4750rpm
Gear ratios	3.68-2/41-1/44-1/00-5/14
Final drive	2.24:1
Steering	MB power steering
Brakes	Dual circuit disc brakes front and rear
Wheels	6½J × 14H2,205/70 VR14 tyres
Suspension (F)	Double control arm axle, kingpin offset = zero, coil springs, torsion bar stabiliser
Suspension (R)	Diagonal swing axle, coil springs, torsion bar stabiliser

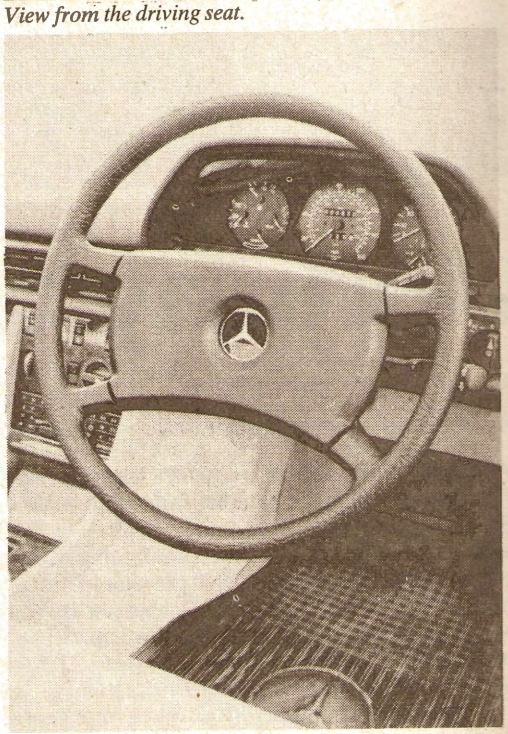
Dimensions

Wheelbase	2850mm
Tracks (F/R)	1545mm/1517mm
Length	4910mm
Width	1828mm
Weight	1610Kg

Performance

Maximum speed	140mph
0-62mph	8.1s

View from the driving seat.



has a standard back/forward gearshift, apart from a neat side-shift towards the driver to move from second to first — or *2* to *B* as it is written on the gate. Apparently, Mercedes call it a *Braking* gear for caravan towers, but I found it much more useful for being *Bloody* quick away from the lights! Mind you, all this talk about gears is pretty irrelevant when the majority of drivers will simply stick it into *D* and leave it there.

The performance on the road is most impressive, the car covering ground with little effort and maximum comfort. The AMG suspension modifications soak up the bumps with ease and reduce the large amount of roll experienced by owners of standard cars during energetic cornering. I say 'reduce', because this is not supposed to be a rock-hard Ferrari or Lotus, and there is still a fair amount of roll to be encountered — and a lot of oversteer to be played with. The Goodyear P7s (sorry, NCTs) are completely unaffected by cambers or lines of cats-eyes, and steer a very straight course.

The AMG spoilers certainly make the car very stable for 130mph cruising, and even at a momentary, and definitely optimistic, indicated 160mph downhill with a tail-wind. However, the combination of front-end stick and power steering does need to be got used to before cornering fast becomes a smooth process. Initially the driver automatically tends to put on too much lock; the car turns too much, inducing roll, one takes off too much lock, the car straightens, then one puts on too much lock again, etc, etc — I think you get the picture. This is always a problem when cornering fast with power steering, and it reminds me of my drive in the Group 2 Rover 3500 at the Silverstone Tourist Trophy which gave me my first experience of a racing car with power steering. It is a very strange phenomenon, as you have no feeling of the slip angles of the front wheels. In other words, you don't know you're sideways until you're looking out of the quarter-lights . . .

A few straight-line statistics for those who want them: the engine is red-lined at 6000rpm giving 43mph in *B*, 83mph in *2*, 137mph in *3* and a modest claim of *only* 140mph in *D*. The car weighs in a some 2130kgs and the 20-gallon tank gives a range of some 400 miles at the claimed 20mpg (untested due to the short time I had the car). The braking system includes the ABS anti-locking device — which feels a bit 'grabby' when it's doing its job, but nevertheless hauls the car to a stand still without any deviation from the straight and narrow. The 70mph limit can be obeyed in a variety of gears (4800rpm in *2*, 2900rpm in *3* and a leisurely 2000rpm cruising along in *D*.

It really is hard to find fault with such a motor car. The instrumentation is well laid out and easy to read. The special Mercedes Becker radio/cassette has more buttons than the *Hokykoky 2000* (sorry Phirrips), the electric sunshine roof is quiet and draught-free at high speed, and the air conditioning quickly cools on the hottest of days. However, I did manage to find a couple of petty niggles, just to keep Mercedes on their toes!

The first criticism was a bad dashboard reflection in the screen — especially annoying when driving down a tree-lined road in the sun with resultant flashes in vision. Additionally, the brake pedal did not extend far enough to the left, precluding a gentle bit of left-foot braking to prevent the car creeping in traffic jams.

Nothing much, but I imagine such details count when one is about to say goodbye to the best part of £30,000.

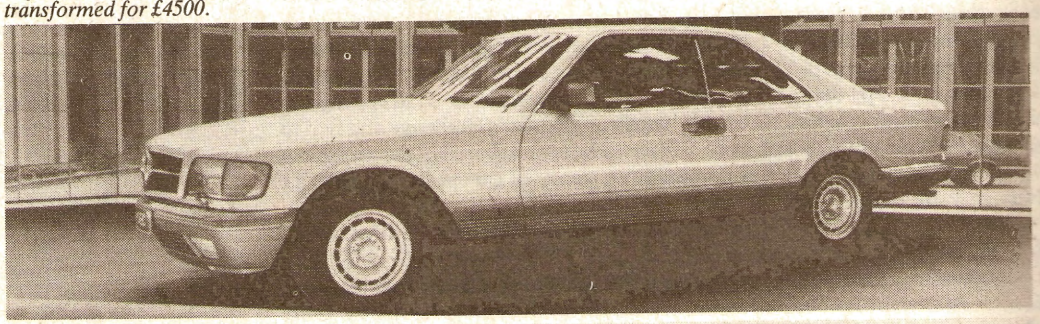
My test was really to be of the AMG conversion, but one really needs to drive a standard 500 SEC to be in a position to give a fair comment on the handling improvements. Suffice to say that the car gave an excellent ride and felt very stable at all times, only getting out of shape when the limits of adhesion were deliberately probed in the name of science!

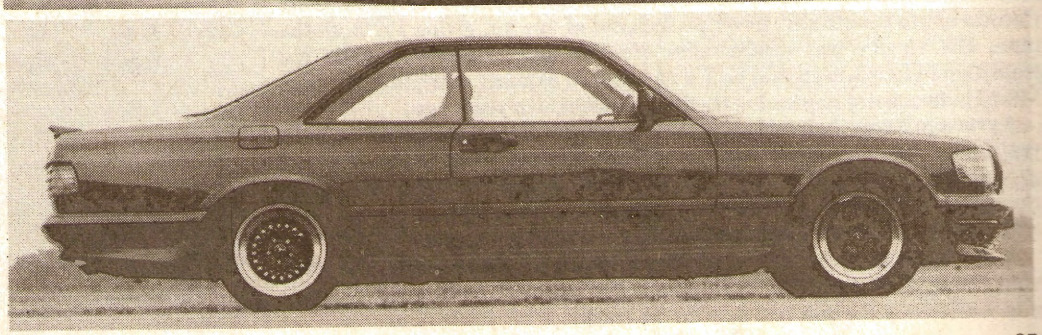
The cosmetic conversion looks better in real life than in any photograph, and this treatment can be applied to any of the Mercedes range, including the *Geländewagen* 'Range Rover'.

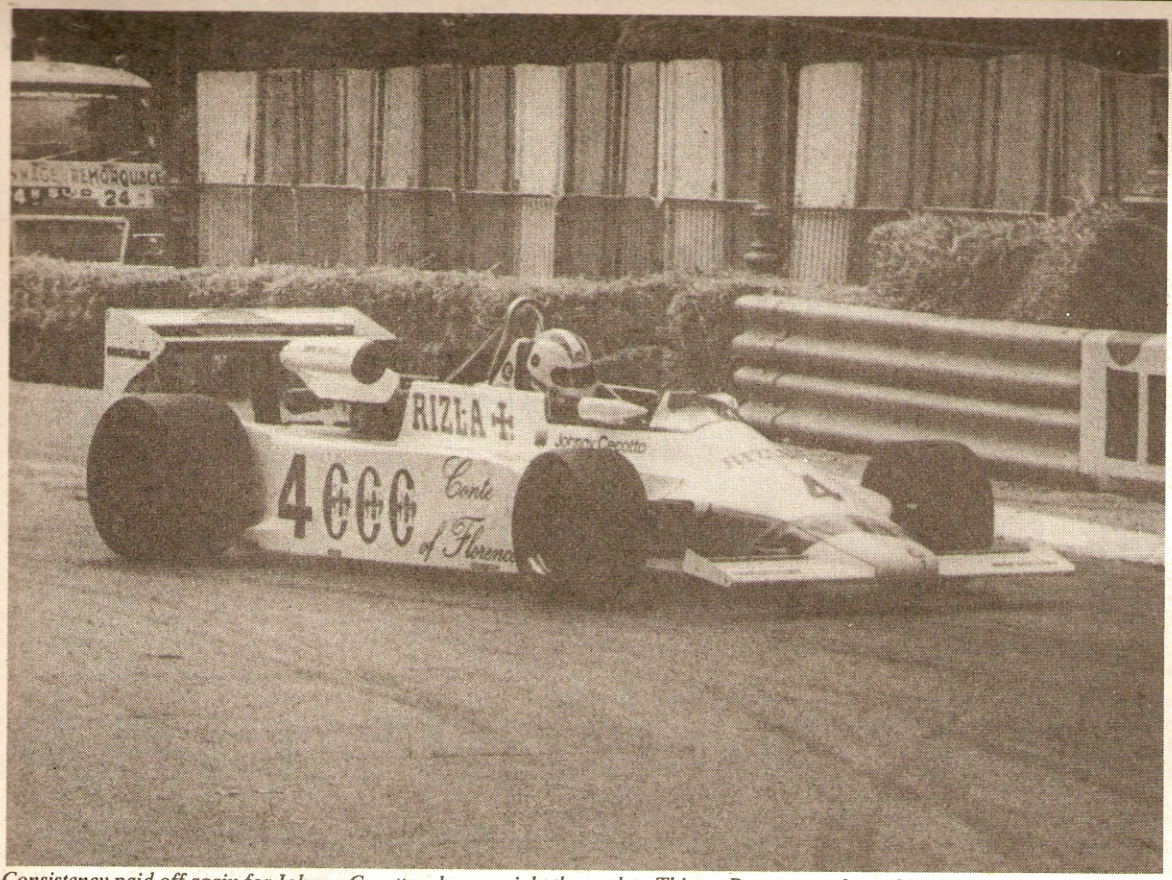
A trip to Epsom in Derby week had me worried about leaving the car unguarded, as the Romany community and fairground workers, (who own more new Mercedes than old caravans) were looking very interested in the goodies on the AMG version!

Pricewise the Mercedes 500 SEC is a fair bit dearer than a BMW 735, the same as a Porsche Turbo and the Maserati Kyalami, and a good deal cheaper than an Aston Martin or Rolls Royce. If you can afford that sort of money, take your choice. If you already own a Mercedes, then you can go straight to Duncan Hamilton and spend up to £4500 for a two week conversion that will transform your motor car. ■

Before and after. (Top) the Mercedes 500 SEC as you would normally find it in the showrooms. (Below) the car transformed for £4500.







Consistency paid off again for Johnny Cecotto who was right there when Thierry Boutsen stuck trouble.

Johnny marches on

Cecotto's second win of the season — Spirits hit trouble again after dominating practice — Acheson shatters lap record — Report and Photography: IAN PHILLIPS.

All the indications of last weekend's leisurely three day seventh round of the European Formula 2 Championships at the street circuit in Pau were that the Spirit-Honda team would finally realise the potential which has bubbled under the surface all year. After dominating all the practice sessions the smart red and white Marlboro-backed cars started one and two, and for the first 20 laps Thierry Boutsen led Stefan Johansson in a convincing parade. It was the sort of performance which has been anticipated right from the announcement of the team. But still it went wrong for them. This time nobody could blame the tyres, or the choice of tyres, for Bridgestone got it right too.

First Johansson pitted with a broken rotor arm and the Boutsen, who had a comfortable 13secs leads, found it being whittled away by the man who replaced him in the works March team, Johnny Cecotto. Boutsen had done everything right, and so had his team, but there was nothing anybody could do to get the specks of dirt out of the throttle slides at this stage. A sticking throttle is one problem you certainly don't want at a street circuit, and Boutsen had it. He never gave up, though, despite being within a whisker of dropping the whole lot on one occasion. He couldn't answer Cecotto's challenge and had to settle for second place, which sadly will never be remembered in the way that a win would have been. He was dominant all weekend except for the final 11 laps.

The BMW-Michelin challenge was always strong, but with Phillipe Streiff (AGS), Stefan Bellof (Maurer) and Corrado Fabi (March) all out by half distance after threatening performances it was left to Cecotto and private March runner Mike Thackwell to keep up the pressure. As he has all year, Cecotto drove beautifully, never an inch out of line but giving 100% all the time. His victory was confirmation that he has successfully made the transition to four wheels and he has now scored as many outright F2 wins as Mike Hailwood did in winning the championship ten years ago.

A year ago Kenny Acheson suffered six fractures of his right leg at Pau, but a year on he showed no fear. The Ralt-Honda was not quick in practice but, gambling on starting on qualifying tyres, he was a wonderful sight, flinging the car around the streets in long, oversteering slides. After stopping for a fresh set of tyres at half distance, he buried the five-year-old lap record.

A special mention for Johansson whose luck has been appalling this year: after losing three laps while the rotor arm was replaced, he charged back and was consistently the quickest man on the track.

ENTRY & PRACTICE

Nestling in the foothills of the French Pyrennees, Formula 2's annual street circuit race at Pau is always keenly anticipated. Not only is it a pleasant place, but it presents a real challenge to everyone involved.

The 1.715-mile circuit hasn't changed in years. It comprises a straight along the main road to the station where the cars reach over 150mph (the same top gear as at Donington) and then winds its way up hill via a couple of hairpins into the *Parc Beaumont*. Through the park pulling maximum revs in fourth the cars rush through a tunnel of armco barrier which contain a series of blind corners before the cars burst into a square. Hard left and right around the historic monument and they are charging downhill. Full power through a left hander and down to the third hairpin where the road dips away and every car waves a locked front wheel in space.

Then it's hard on the power past the traffic lights at the right hand kink, trying not to slide wide as you line the car up to navigate the temporary traffic island on the left. The quick boys here are very quick, the engine singing out at maximum revs probably in third. Then they sling shot their way through a couple of awkwardly placed houses forming a right hand bend, and finally it's flat all the way to the start and finish line.

It's a busy circuit which demands precision yet requires a driver to attack it. Try taking those slow corners gently and you are off the pace. The car must be working for you every inch of the way.

It's interesting to look at the past form here. The lap record was set in 1976, and the qualifying record set in 1980 was just over 2secs quicker than that. Three years of ground effect cars and radial tyre technology had certainly not unlocked any secrets here, unlike most other 'normal' circuits.

Wherever you choose to spectate at Pau, you are going to get a spectacular view, but the privilege of a press pass allows you to sit on the grass, leaning on two layers of armco in the *Parc* . . .

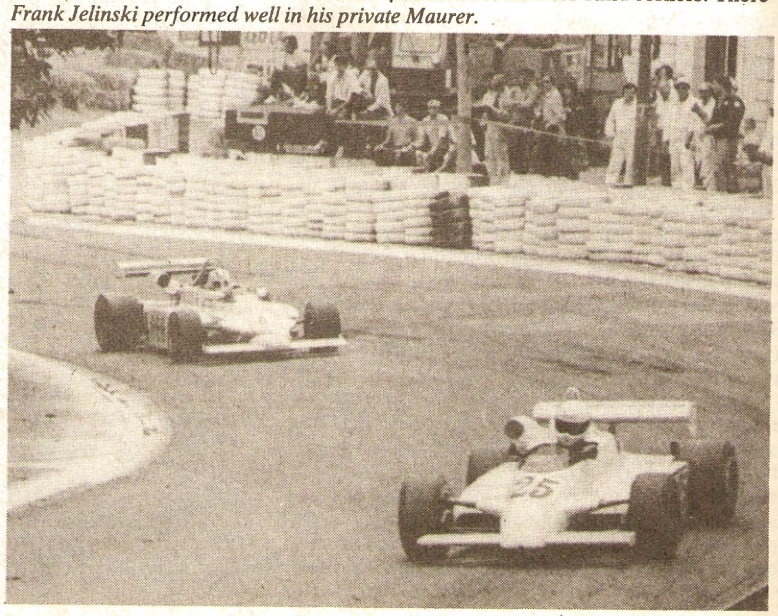
Even standing up, you cannot see where the cars are coming from or going too. Quite what it is like at 135mph, four centimetres from the ground, I for one never want to find out.

"It is probably the most difficult series of corners in the world," said Stefan Johansson. "All you can see in front of you is armco, nothing else. And five feet either side is a kerb if you hit it pulling 11,000rpm in fourth you know it will spell disaster."

"The ultimate challenge," said Mike Thackwell, "and it's made even more difficult because it's overhung by trees which makes it seem even more like a tunnel."

The New Zealander was visibly the quickest man through there on Sunday afternoon, taking the final right hander with hardly a discernable change in the engine note. "If the car was absolutely perfect it might be on flat . . ." Until you've seen it, it is difficult to comprehend what that means. These drivers going for *the* quick lap are totally committed in these blind corners. There

Frank Jelinski performed well in his private Maurer.



is no room to spare by the time you get to the right-hander. "It's the one corner where you hold your breath going into it and just hope there's no slow car on the other side," said Thackwell, who was able to convince even himself that he was back to his best.

I didn't see Boutsen there when he was getting pole position on Saturday afternoon, but so quick was his time that a sharp whisky is required to grasp the reality of what it must have been like. It must be said though, that although the Spirit-Hondas were so beautifully balanced they looked on rails. The drivers were almost able to pick their line through and still have the confidence to go quickly.

Sunday morning's warm-up on full tanks provided an interesting contrast. Although the overall lap times were only 2secs slower on average, the times through the *Parc* section would probably have been 3secs slower between given points. Once or twice you saw a driver trying it on, but with that weight on board there was no way. Sanity prevailed!

The final six laps of the first session of practice provided another memorable sight. Thierry Boutsen, on pole by 0.8sec, although running a potential race tyre and suffering a handling problem because of broken engine mount bolts, was caught by Johansson, looking for his fifth pole position of the year. For the final eight minutes the cars circulated nose to tail, their V6 Hondas screaming and every ounce of Bridgestone stickiness being called upon. Once, apparently, Johansson committed himself to overtaking into the first hairpin but had the door severely shut in his face. If this was going to be the story of the race, Monday afternoon was going to be enthralling.

The rights and wrongs of such antics in practice are an internal matter for the team, but it was great stuff!

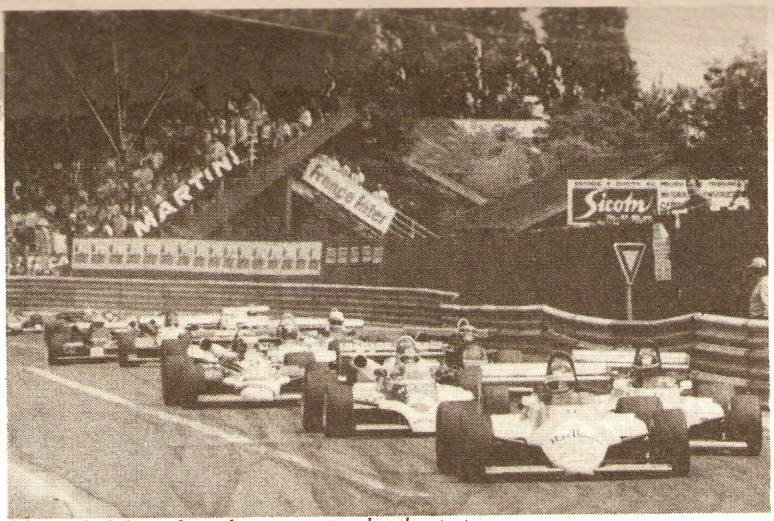
Boutsen's time for Saturday stood for pole throughout, the replaced engine bolts not curing his handling problem for Sunday, although replacement shock absorbers for race day did.

Johansson reckoned he could have matched his team-mate's time on Saturday, but "for the race". However, on Sunday, when the track temperature was up 13°C and about a second slower, he was the quickest and got within half a second of Boutsen's time.

The March team had a problem in getting their Michelins up to a working temperature on Saturday but some subtle overnight changes by Ralph Bellamy improved the balance a great deal for Sunday and his impressive three car machine eased up to take third, seventh and eighth slots, all covered by half a second. Corrado Fabi was again the quickest of the trio, the championship leader looking entirely in control of his situation. Neither he nor Cecotto (seventh) ever looked as hard pressed as any others in doing their times, the March seeming to require less physical effort than other cars. Christian Danner at last had a fairly troublefree run, and as on other similar — rare — occasions he was right with his team-mates.

Fourth quickest on both days (having got through pre-qualifying) but sixth overall was Mike Thackwell in Markus Hotz's March 822 running a Mader BMW which was still strong after doing the whole of Vallelunga. With no Dunlop qualifying tyres available his performance was even more meritorious, but it served only to confirm that the front tyres would not stand up to a race distance at a race winning pace. "The problem is that the construction design is two years old," said Hotz, "and they just cannot take the heat generated by the amount of downforce on this car". After seven or eight hard laps, the tyres were sprouting two parrallel radial ridges which were sending severe vibrations through the steering.

After the threat of having to deal with



The pack slithers along the armco tunnel at the start.

eligibility protests after practice the orgnisers instituted the best pit lane scrutineering yet to ensure that the skirt problem did not rear its ugly head. But for a while the AGS team found a way round it. They posted a mechanic round the bend, out of sight of the pits, who was hopping over the barrier and loosening off the skirts! Hardly subtle, but effective and undetected long enough for Philippe Streiff to set what became fourth fastest time with Fabi's improvement on Sunday. The lanky Frenchman became one of a number of drivers to crash at the Monument during the second session, while his teammate Fabre failed to qualify.

One again Stefan Bellof was the quickest Maurer runner, pipping Thackwell for fifth place just at the end of the final session on his fourth set of qualifiers. "The car was shit, like a snow plough," said Gustav Brunner who aimed to keep on practising in the warm-up until he got it right. "We should be in the 10s here if we got it right." One thing that was very noticeable about Bellof's car was the way his Heidegger BMW was able to stay with the Hondas up the hill towards the Park. Nobody else

Thierry Boutsen claimed a superb pole position for the Spirit team.

QUALIFYING

Thierry Boutsen (B)	Spirit-Honda 201	**1:11.23**	1:12.68
Stefan Johansson (S)	Spirit-Honda 201	1:12.03	**1:11.88**
Corrado Fabi (I)	March-BMW/Rosche 822	1:13.79	**1:12.14**
Philippe Streiff (F)	AGS-BMW/Mader JH 19	**1:12.21**	1:13.13
Stefan Bellof (D)	Maurer-BMW/Heidegger MM 82	1:12.75	**1:12.31**
Mike Thackwell	March-BMW/Mader 822	1:12.64	**1:12.34**
Johnny Cecotto (D)	March-BMW/Rosche 822	1:14.84	**1:12.61**
Christian Danner (D)	March-BMW/Rosche 822	1:13.86	**1:12.96**
Kenny Acheson (GB)	Ralt-Honda RH6/82	1:13.22	**1:13.15**
Roberto del Castello (I)	Toleman-BMW/Heideggar T850	**1:13.40**	1:13.81
Thierry Tassin (B)	Toleman-Hart TG280	1:16.61	**1:13.66**
Frank Jelinski (D)	Maurer-BMW/Heidegger MM 82	1:13.92	**1:13.66**
Jean-Louis Schlesser (F)	Maurer-BMW/Mader MM 82	1:14.64	**1:13.69**
Jo Gartner (A)	March-BMW/Heidegger 822	1:15.45	**1:13.76**
Jonathan Palmer (GB)	Ralt-Honda RH6/82	**1:14.13**	1:14.25
Oscar Pedersoli (I)	March-BMW/Mader 822	1:15.62	**1:14.25**
Piero Necchi (I)	Toleman-Hart TG 280	1:14.40	**1:14.43**
Beppe Gabbiani (I)	Maurer-BMW/Mader 82	1:14.87	**1:14.42**
Cliff Hansen (USA)	March-BMW/Mader 822	1:16.01	**1:14.54**

Non-qualifiers

Harald Brutschin (D)	March-BMW/Mader 822	1:20.43	**1:14.68**
Pascal Fabré (F)	AGS-BMW/Mader JH 19	1:14.79	**1:14.74**
Alessandro Nannini (I)	Minardi-BMW/Mader FLY 281	**1:14.76**	1:15.72
Carlo Rossi (I)	Toleman/BMW/Heidegger T850	**1:14.78**	1:22.48
Paulo Barilla (I)	Minardi-BMW/Mader FLY 281	1:15.46	**1:14.87**

Non pre-qualifiers

Guido Dacco (I)	Minardi-BMW/Mader GM 75	**1:20.95**
"Pierre Crauvet" (A)	Maurer-BMW/Heidegger MM 82	**1:21.85**

could do that. Jean-Louis Schlesser continued to show well in the third car, although he was getting very irate with undisciplined drivers who kept blocking his quick laps by sitting in the middle of the road. Beppe Gabbiani's decline continued, and he only just qualified.

Having been on the front row the year before, and then having the biggest accident he is ever to have, Kenny Acheson had mixed emotions about the circuit. But right from the start he set out as if he was going to win this time. As it happened the Ralt-Honda was off the pace, being too softly set up on Saturday and too hard and tractionless on Sunday. Acheson reckoned he was making mistakes, too, in the second session, but his efforts had the full support of Ron Tauranac, who surmised that even a perfect lap would not have made any difference to his ninth place on the grid. For the warm-up, the balance was much better and Acheson's time was definitely in the ball park. But then came a strange (calculated) decision to start the race on qualifying tyres . . .

Jonathan Palmer, who had never raced on a street circuit before, had a variety of problems, like a broken front roll bar, which did nothing for his confidence in being able to attack the place.

Roberto del Castello made best use of his strong Heidegger to qualify his Colombo Toleman tenth, although he was something of a mobile chicane in the corners.

Thierry Tassin was a worried man after crashing lightly in the first session and being a possible non-qualifier if it rained. However, he quickly got into the groove with the Docking Toleman, now fitted with Pirellis, and hauled himself up to 11th in no time on Sunday. His team mate Carlo Rossi, having easily got in on Saturday (using M&H tyres), then threw it all away with an early second session crash which saw him fail to make the cut.

Frank Jelinski was impressed with the new, tall Avon front tyres on his Maurer and the subsequent improved turn-in was a real advantage to the circuit and he qualified 12th. Jo Gartner was mucked around by the Merzario team in the first session, finding he had qualifiers on the front and race tyres on the rear, and then vice versa. Before anyone discovered, it was too late, and he bent his suspension early in the second session which kept him down to 14th.

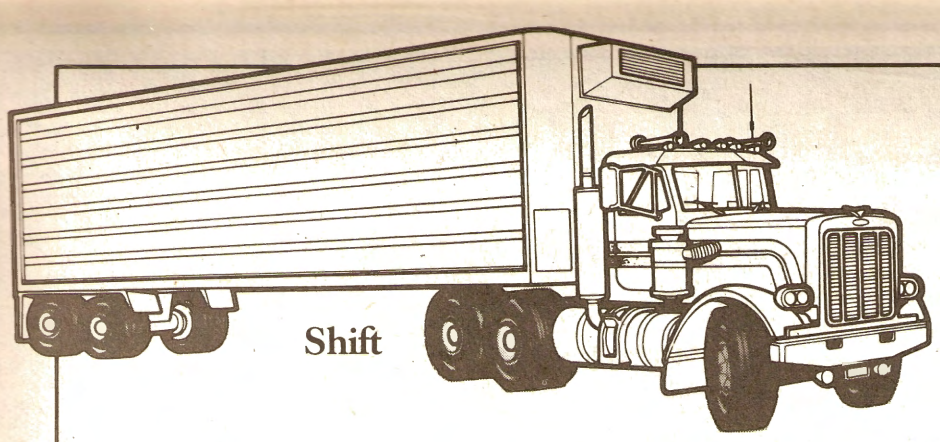
Oscar Pedersoli and Piero Necchi, who both have had good results at the circuit previously, qualified their respective March and Toleman cars while 19th and final qualifier was Cliff Hansen, making his debut in a new Neil Trundle run March-BMW/Mader 822. Not having raced since last October and, bar a few shakedown laps at Goodwood, never having sat in an F2 car before, it was the hardest possible place to make a debut. But the American stuck to his task, using M&H race tyres throughout, and did a good job in getting in.

Of those who didn't qualify, the most surprising were the Minardi drivers, Nannini and Barilla. The cars were fitted with an obvious skirt cheat in an attempt to provoke a protest and hopefully a rule clarification, but crashes prevented either driver from getting the best out of their new M&H tyres which had proved so effective at Fiorano in testing.

RACE

Although there must have been a bit of needle between the Spirit drivers, they led the charge to the first corner in a very orderly manner, Boutsen ahead of Johansson with Streiff, Fabi, Bellof, Thackwell, Cecotto, Danner and Jelinski all following through in an orderly fashion, del Castello being left on the line.

Again it was orderly at the end of the first lap, with nobody trying any heroics ▶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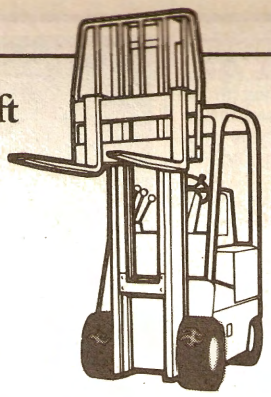
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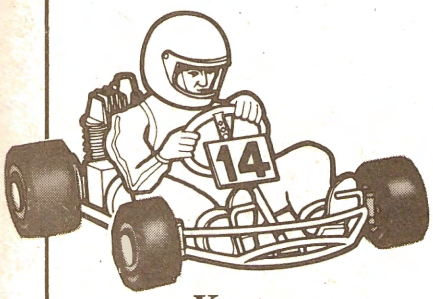

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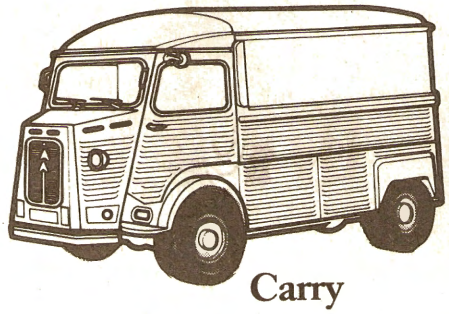
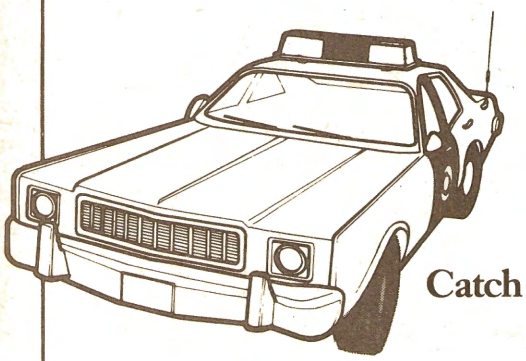

Carry

GET ON TO BRIDGESTONE TYRES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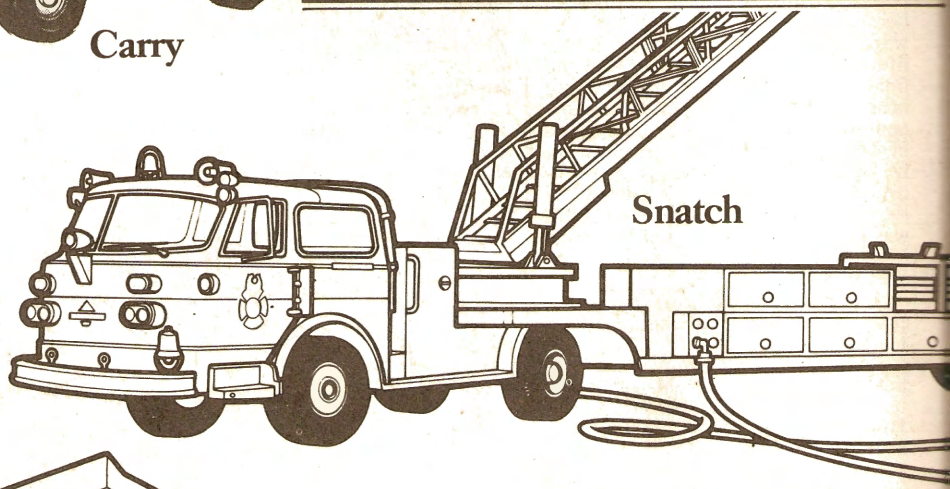
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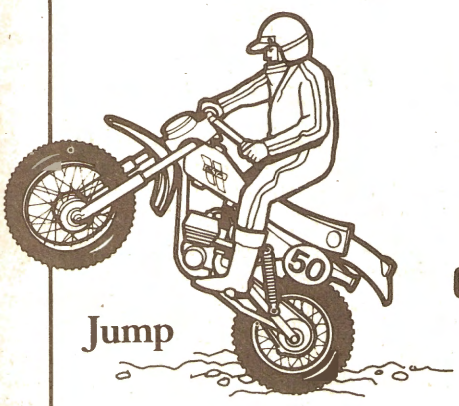

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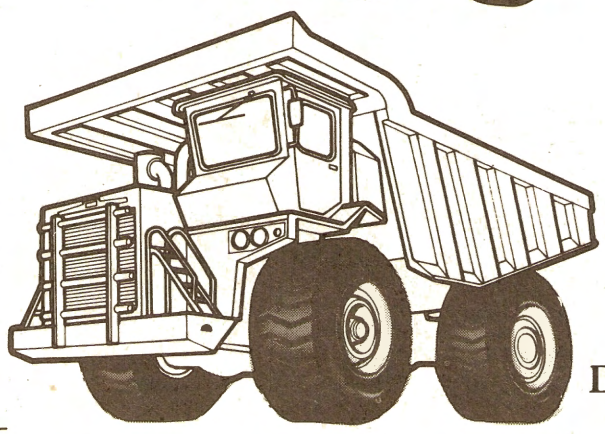
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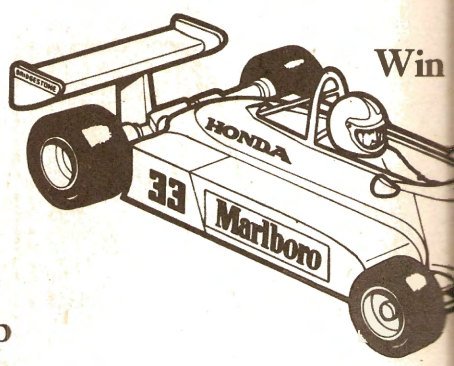

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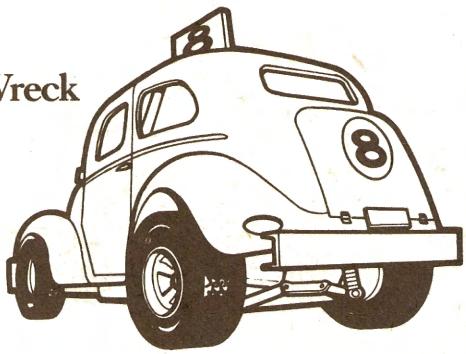

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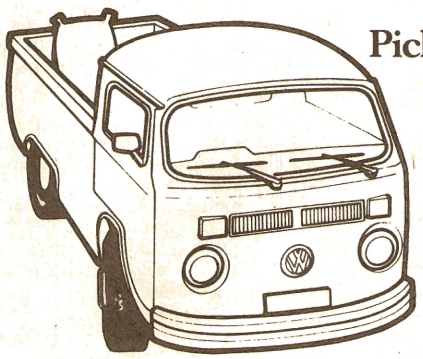
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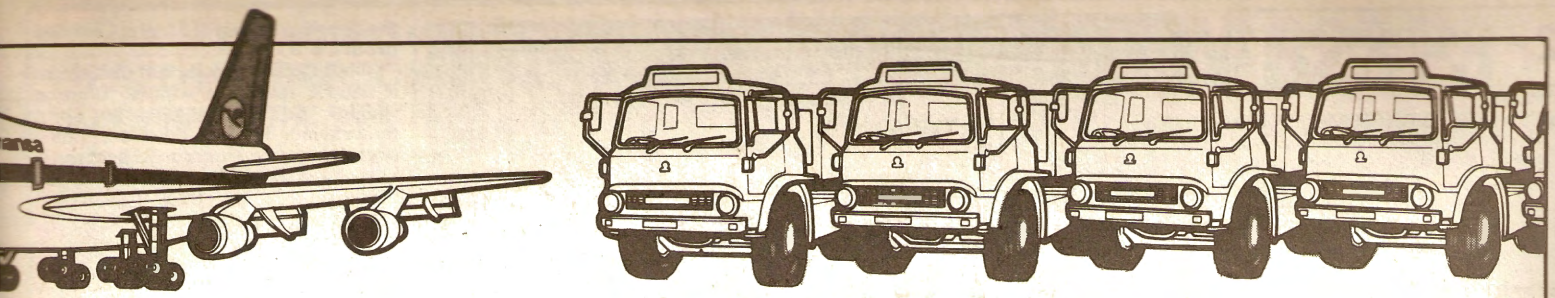

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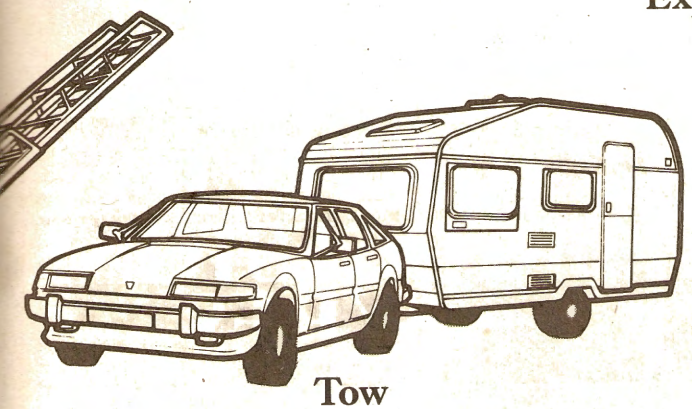

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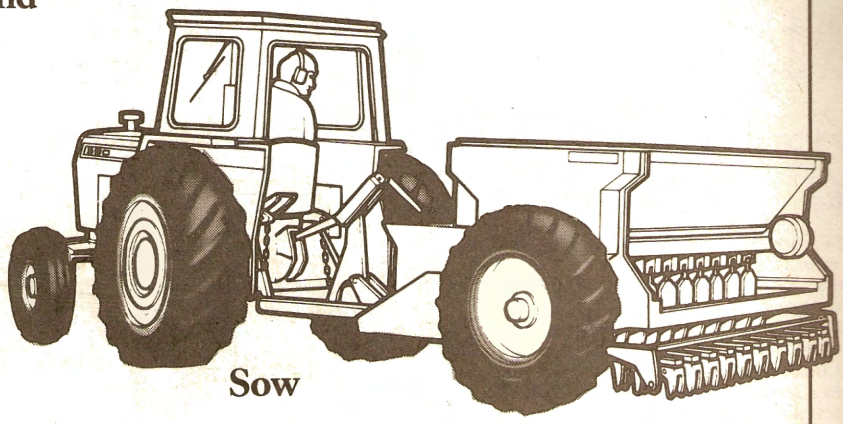

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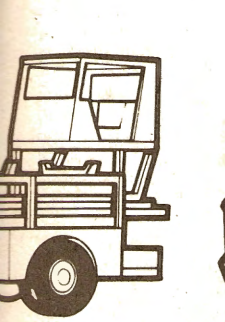

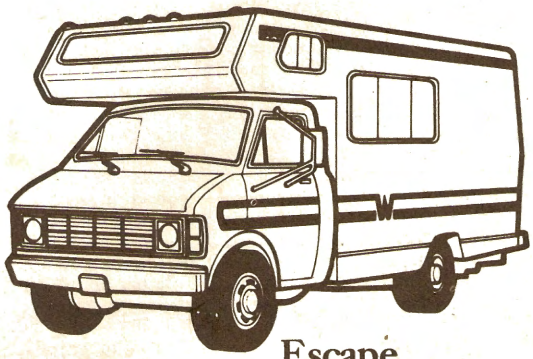

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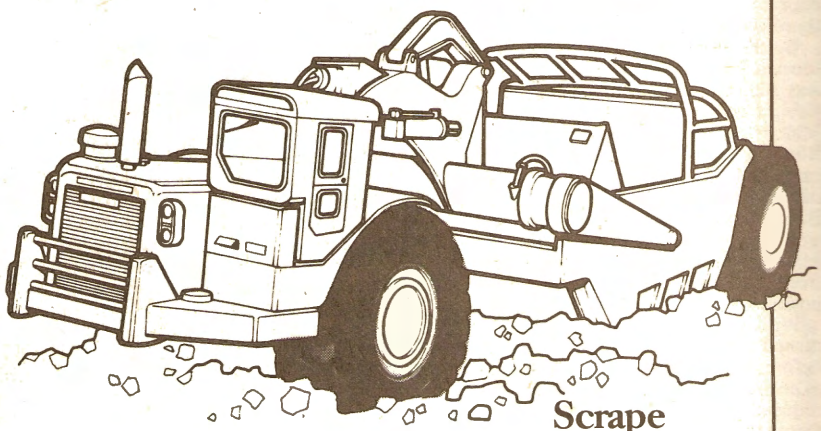

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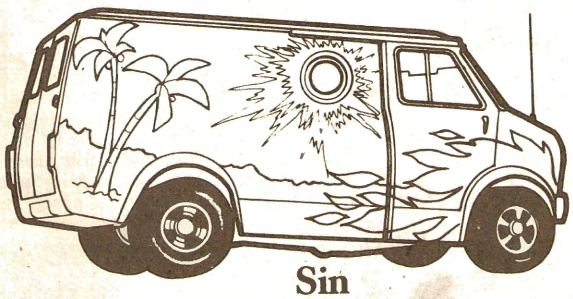

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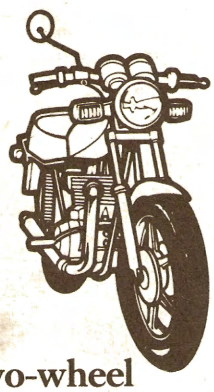

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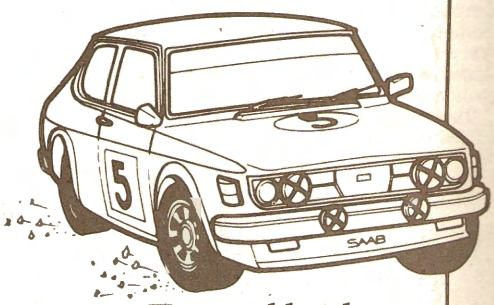

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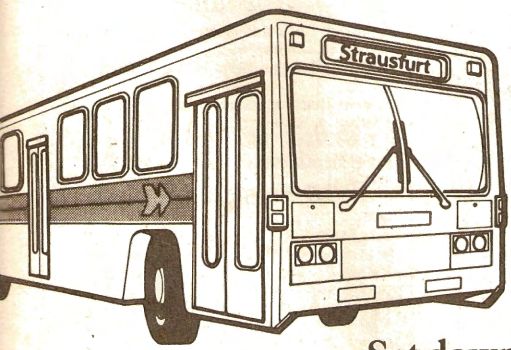

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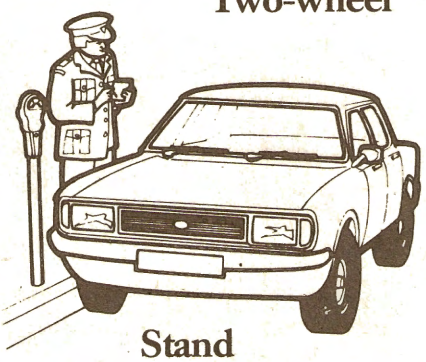

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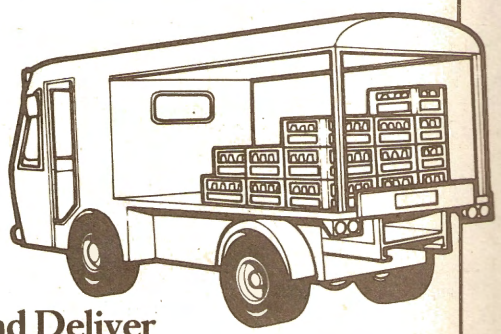

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continued

at the front at least. Tassin was a first lap pit caller for a new nose, while Palmer had managed separate fin bending and nose breaking incidents on the first lap.

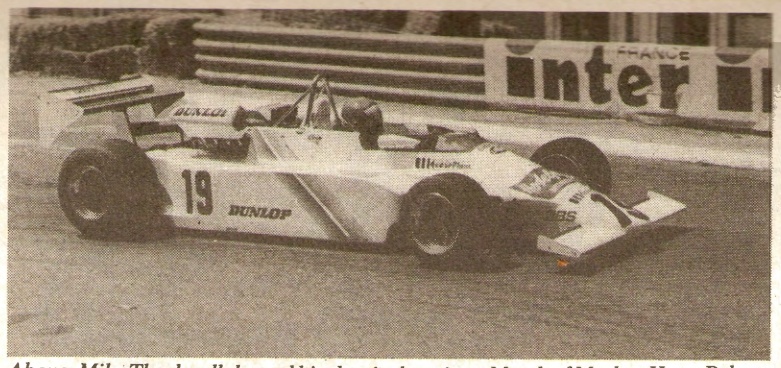
The two Spirits quickly opening up a comfortable gap over Streiff, the only place changes among the leading runners came when Bellof and Thackwell passed Fabi on laps three and four respectively. Bellof set out after Streiff, although not making a great impression.

Every now and again, Johansson would get very close to Boutsen for a couple of laps but then drop back again, and this went on for the first 20 laps. Just as the Swede seemed poised to make a big challenge he went missing: "The engine died on me in the park all of a sudden, and then came back on about two cylinders, which allowed me to get back to the pits," said the Swede, who spent three laps sitting impatiently while a broken rotor arm was traced and replaced. "I'm sure I could have won this one" he reflected afterwards. "I didn't make any effort to pass Thierry, but I could put the pressure on when I liked. I thought if I pushed hard for three laps at a time I might force him into a mistake which would have let me through. The rest of the time I just sat back to conserve the tyres just in case there was a problem."

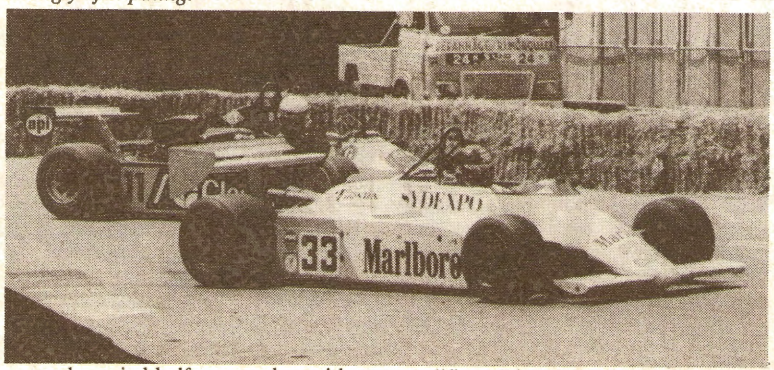
By the time Johansson was gone, so too was Streiff with a dropped valve, so it was Bellof in second place, Thackwell, Fabi, Cecotto and Danner forming a March train behind him. The gap to Boutsen was about 6secs when they all came up to lap Pedersoli, whose middle-of-the-road tactics doubled the gap to Bellof and enabled Fabi to pass Thackwell and pull away quickly, the Hötz March having already seen the best of its front tyres and now just fighting for position.

With a clear road in front of him, Fabi turned it on as we've seen so many times before, his eyes almost piercing the visor as he fixes them on the target in front. He reduced the gap to Bellof to nothing within five laps and the pair of them were within 5secs of Boutsen by lap 33. After just one lap, Fabi was past Bellof, but the German's challenge was almost immediately over anyway as he made the first of three pitstops to investigate a misfire which was eventually traced to a broken alternator.

But at the same time as this was going on, Boutsen doubled his lead again. Was this to be another classic second half Fabi charge? The answer sadly was, no, for the gap only varied half a second on either side of 11secs for the next eight laps.



Above: Mike Thackwell showed his class in the private March of Markus Hotz. Below: Stefan Johansson was out of luck again in the second Spirit although he fought back strongly after pitting.



In fact, what we didn't know was that Fabi thought his rear tyres had gone and was doing his best to conserve them. But on lap 43 the handling got so bad that he decided to pit for a fresh set. His pit crew knew that something more was wrong when they saw the right rear wheel nut overtake the car as it came down the pit lane! They whipped the wheel off and were faced with a mess of metal, the three wheel studs having sheared. A few yards further on and the whole wheel would have detached itself (a fate which had befallen Tassin on lap 10).

With Fabi out, it should have been Thackwell next, but two laps earlier he had had to let Cecotto go through: "I thought about stopping for a fresh set of tyres but, with the others dropping out, I thought it was better to plug on." So Cecotto was now second. Thackwell third and Jelinski and Schlesser fourth and fifth, Danner's BMW having virtually cut itself in half on lap 30.

Acheson would have been up there, too, but his ambitious choice of tyre had not worked out and he pitted when seventh for a change to another type of qualifier. The following lap, hardly surprisingly, he set a new lap record — the rest of the field having all set their fastest laps between laps six and nine.

When Cecotto took over second place he was 13.3secs behind Boutsen, who looked completely in control of his destiny. Never putting a foot wrong or, until this moment, varying his lap times.

But, watching Gordon Coppuck's pit signals, it very soon became apparent that all was not well. The gap went 12.9, 12.0, 11.7, 10.4, 9.3, 8.1 — and Boutsen's lap times went from 1m 14s to 1m 15s and then slower still. He obviously had a problem, but the tyres looked okay. Cecotto's relentless pursuit took him to within less than a second of the Spirit on lap 60. On lap 64, going into the hairpin which leads to the Park, the March dived inside and took a lead which, nine laps later, had been extended to 15secs. "I never really thought about winning this one," admitted Cecotto. "And the only time I admitted to myself that I might was when I saw the chequered flag. It was the hardest race I've ever done." The blistered hole in his right hand didn't seem to worry him at all, and he surely didn't feel it when he attempted to down the double magnum of *Moet et Chandon* in one!

While Cecotto slipped into what seems a natural role as a winner, Boutsen sought the solace of the Spirit motorhome. He had done everything over the weekend but win. "The throttle began sticking open and under braking for the three hairpins the engine was still pulling, which made life a bit difficult," he said with what was probably the understatement of the season. "On one lap I lost it by the Monument and came within an inch of the barrier . . . then I decided to go for a finish."

Into third place, the only other driver to go the full distance was Thackwell, unhappy to have had to have driven for a finish for so long: "I set my fastest lap on the sixth lap and then had to cool it beause of the tyre vibration. I'd really rather be racing, although it is nice to have a good finish." It was his best drive since his accident, and it is sad that the funds will run out after Spa when the new generation Dunlops are due to arrive.

Fourth place went to Jelinski who was closing on Thackwell during the penultimate 10 laps, but a gearbox problem prevented him from pushing ahead, his Avons having lasted the distance well. "First of all I had to hold it in third, then fourth and then fifth for the final few laps," said the German, adding with a grin, "and one-handed through the Park is no fun' . . ."

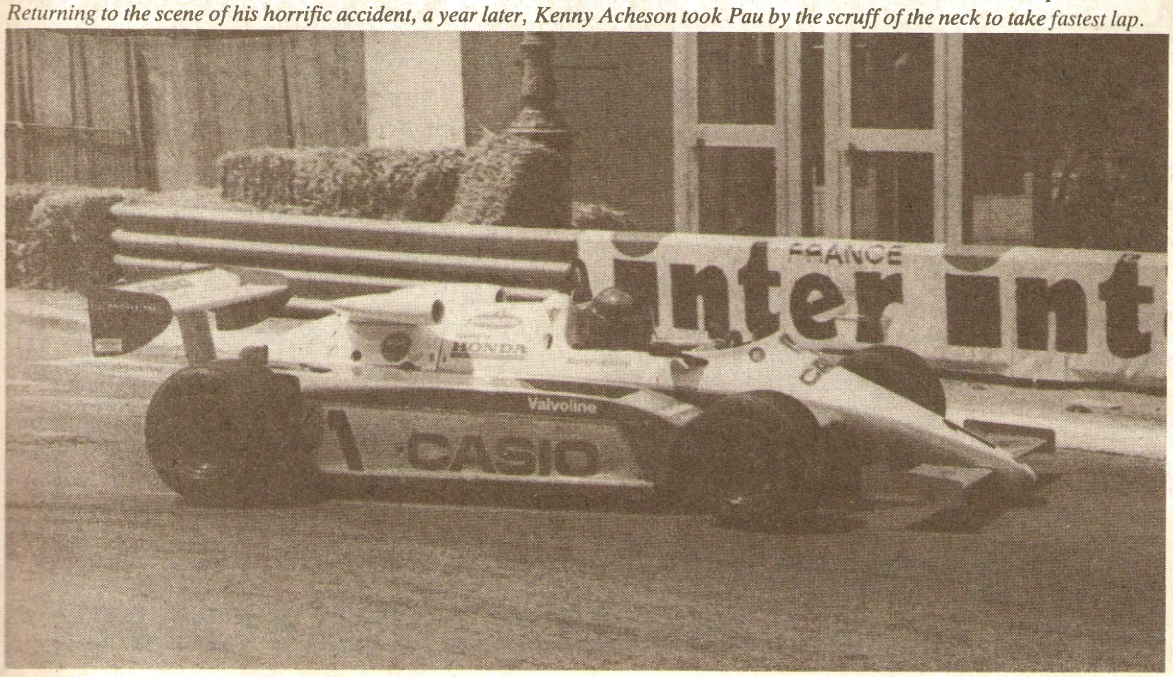
Storming into fifth place after his stop was Acheson, who having accepted the error of his tyre choice, was chucking the Casio Ralt around in oversteer slides which would have stirred even the racing romantics. Although he claimed not to have done the time with which he was credited for a new lap record (a second quicker than his best practice lap), he left nobody in any doubt that he too is back to his confident best.

After his first-lap bending incidents and the subsequent jamming of his front role bar on full hard, Palmer was never going to have a happy time but, by keeping going, he gained himself the final point with sixth place.

Angry after his stop, Johansson gave his Spirit probably the hardest pounding it has ever had, and unlapped himself on the leaders in climbing back from 14th to seventh place. "The car was perfect, the tyres were perfect" said the Swede, "but it is about time my luck changed and let me have an uninterrupted race."

Schlesser, who had been as high as fifth by lap 55, was classified eighth, six laps down because of an injector problem. Bellof was still running at the end, and quite quickly too, but 14 laps behind after his electrical problems.

Returning to the scene of his horrific accident, a year later, Kenny Acheson took Pau by the scruff of the neck to take fastest lap.



PAU (F)
May 31
European Formula 2 championship, round 7
73 laps — 201.40 kms.

1, Johnny Cecotto (March-BMW 822), 1hr 31m 00.03s, 82.55mph;
2, Thierry Boutsen (Spirit-Honda 201) 1hr 31m 15.93s;
3, Mike Thackwell (March-BMW 822) 1hr 32m 17.02s;
4, Frank Jelinski (Maurer-BMW MM82), 72 laps;
5, Kenny Acheson (Ralt-Honda RH6/82H), 72 laps;
6, Jonathan Palmer (Ralt-Honda RH6/82H), 72 laps;
7, Stefan Johansson (Spirit-Honda 201), 71 laps; 8, Jean-Louis Schlesser (Maurer-BMW MM82), 67 laps; 9, Stafan Bellof (Maurer-BMW MM82), 59 laps.

Fastest lap: Acheson, 1m 12.37s, 85.31mph.

Retirements: Beppe Gabbiani (Maurer-BMW MM82), 47 laps, injector; Piero Necchi (Toleman-Hart TG280), 44, engine; Oscar Pedersoli (March-BMW 822), 44 laps, accident; Corrado Fabi (March-BMW 822) 43 laps, wheel studs; Christian Danner (March-BMW 822), 28 laps, engine; Clif Hansen (March-BMW 822), 17 laps accident; Philippe Streiff (AGS-BMW JH19), 14 laps, engine; Jo Gartner (March-BMW 822), 11 laps, engine; Thierry Tassin (Toleman-Hart DSI), 8 laps, sheared hub; Roberto del Castello (Toleman-BMW T850), 0 laps.

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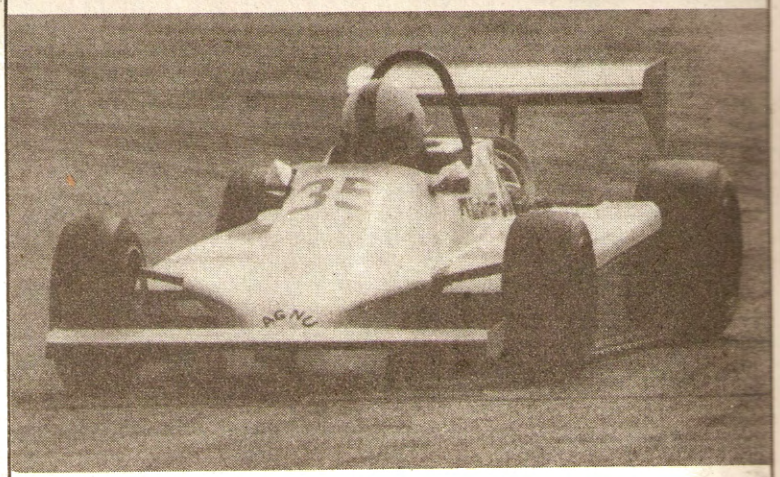

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Continuing a successfull weekend, we would also like to congratulate Peter Nott on winning the MG Midget Championship round at Silverstone, and gaining fastest lap on his way to victory in his 1486 Chaplin Midget . . . Well done Peter. For all your preparation requirements:— Chaplin Auto Preparations, Unit 12, Boss Hall Industrial Estate, Ipswich, Suffolk. Telephone: (Ipswich) 44004.

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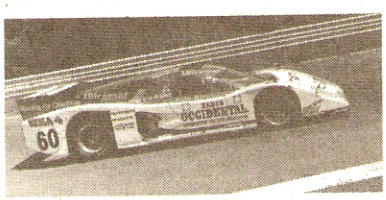

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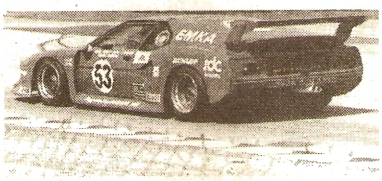

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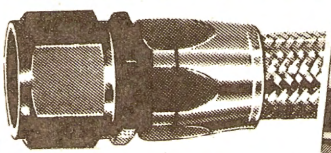

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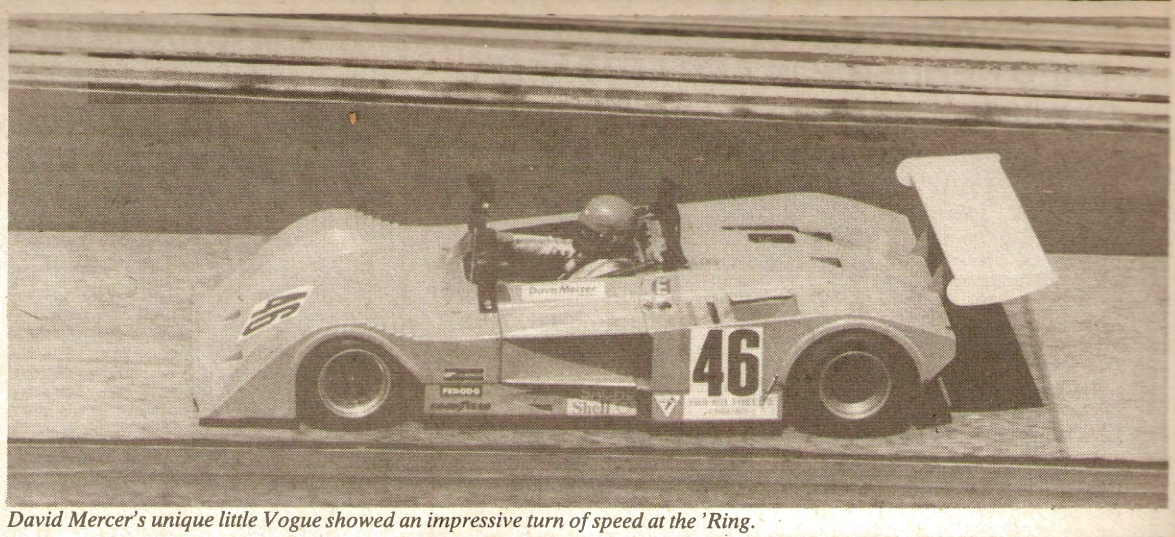


David Mercer's unique little Vogue showed an impressive turn of speed at the 'Ring.

Britons impress at 'Ring 1000 kms

There were good performances by small British teams in the Nürburgring 1000 Kms, such as David Mercer's effort with the unique little Vogue Group 6 car. In the past, we have unkindly called this BDG engined sports-racer the 'Vague', but it does have an extraordinary aptitude for the 'Ring, as it shows on an annual basis. Until long delayed by a broken engine mount, the Vogue showed a clean pair of heels to the rival DRA Lola all weekend.

Unquestionably the star performer from Britain, however, was Richard Lloyd's Porsche Carrera GTR. But for a deflating tyre on the last lap, the Canon Cameras sponsored Porsche would have finished fourth overall; however, the team lost out to a late charge by Mario Ketterer in the nimble Group 5 Jägermeister BMW 320. Fifth place was nevertheless a fine achievement, and a tribute to the high standard of preparation reached by Richard's Silverstone based GTI Engineering company.

The season that far had not been without its problems. At Monza and Silverstone, the 924 had suffered persistent overheating, but the team sorted it out for the 'Ring and was amply rewarded.

Over the winter, the Canon car was rebodied, and now has a more slippery shape for the Mulsanne Straight, where it should come into its own. In the previous races, Lloyd has run the car (which now has to race in IMSA GTO because of the bodywork changes) on low boost pressure for the sake of reliability, and it has not been very much quicker than its familiar rival, the FRC Schwiez 924 GTR which is still in Group 4 trim. However, with 3½ miles to play with, the British entry's superior aerodynamics ought to give it more speed than either of the US entered 924s in the 24 Hours.

Watching the car overheating at Silverstone last month, Porsche's Director of Research & Development, Helmuth Bott, said that Weissach would supply Lloyd with a factory engine for Le Mans. Last year, I witnessed the team's bitterness and disappointment when the car (running a faulty works engine) failed to qualify for the 24 Hours. Having now found reliability, I doubt that Richard initially greeted this news with delight . . .

Porsche's B-car

Porsche System, of course, has run factory 924 and 944 entries at Le Mans in recent years, but the company's Group B racing programme is now officially described as "dormant". In 1981, the works team ran the so-called '944 LM', ostensibly a competition version of the road car which had not been announced at that time. The Le Mans car, therefore, had to race as a prototype. It has a very special power plant, a 2479cc (long-stroke) four with four valves per cylinder and a single KKK turbo. This engine saw 480bhp on the test-bed, and gave a reliable 420bhp at 6500rpm in the race car, which went 190mph down Mulsanne.

The basis of a perfect Group B car, you might say. But the turbo version of the Porsche 944 road car is a couple of years away yet. If Porsche were to run the present model as a B-car, only 163bhp would be available.

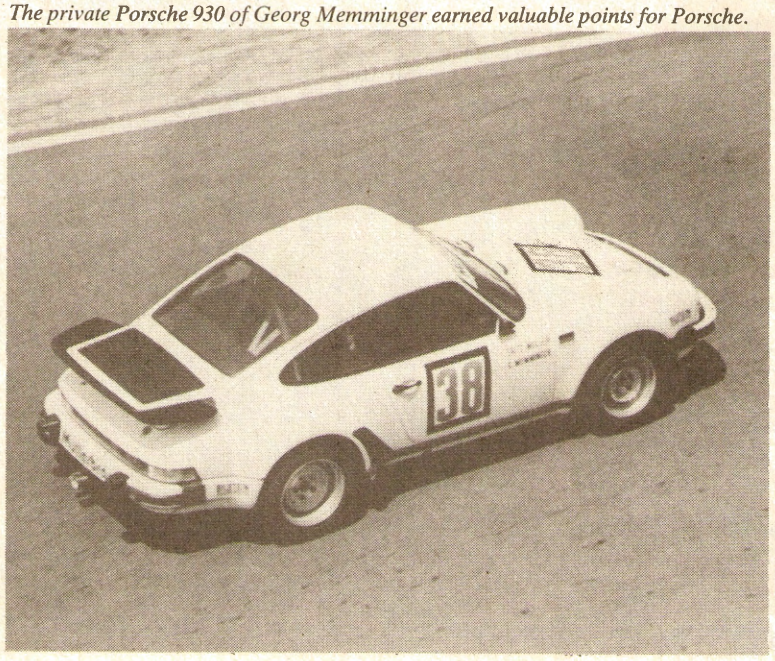
So Porsche's competition plans for the 944 are shelved for the time being. At the same time, the company must be concerned that its armoury is now relatively very light as far as 'customer' racing cars are concerned.

The answer just could be to breathe yet more life into the 911 Turbo, the '930', which is homologated for Group B. There does seem to be a school of thought in Stuttgart that the 911 Turbo could again be developed for competition and would give Porsche a solid privateer interest in both racing and rallying. At present, the car is homologated rather too heavy, but we might see a 200 production run of lightweight road cars, with the 3.3 turbocharged engine, and perhaps even four-wheel drive. Not only would that package make for a stunning road car, but in the present circumstances — with precious few manufacturers showing interest in Group B as a racing class — it could clean up the category in next year's World Endurance Championship.

There was a strangely ironic moment at the 'Ring, when Georg Memminger brought the Müllerbrau team's Porsche 930 across the finish line, in ninth place overall. This 3-litre car is bog-standard, running in Group B, and it had been far too slow to make the qualifying cut at Silverstone. In Germany, however, not only did it qualify but it also ran reliably in a race of alarming attrition. Most important, it actually scored World Championship points for its manufacturer — and, since there was but one, solitary Group C finisher, there were 15 of them.

With Le Mans very much the target this year, Porsche are not in the game for the World title. After the works C-car team's frustratingly earned maximum in the 956's shakedown race at Silverstone, and Müllerbrau's effort at the 'Ring, the *marque* is, however, in contention.

The private Porsche 930 of Georg Memminger earned valuable points for Porsche.



Lancia: how fast?

Cesare Fiorio's works Lancia Martini team will not only go to Le Mans with two outright race wins under its belt, but also in the knowledge that its 2-litre Group 6 *barchettas* were not far away at the 'Ring from the 190-195mph top speed achieved down the Tiergarten Straight by the C-cars of Ford, Rondeau and Lola. The question on everyone's lips, however, is just how fast can they go down Mulsanne?

Fiorio is your original tight-lipped team manager, but the general opinion among his rivals is that the Lancias will go only about 5-10mph slower than the flat-bottom C-cars. We are talking about maybe 215mph.

Bearing in mind that 25 refuelling stops will be allowed at Le Mans, and that up to 50 minutes will therefore be spent stationary in the pits, the C-car teams will have fewer fuel worries than at Silverstone, thank goodness. Even so, some of them will be marginal. There is the worry that, should late-race circumstances produce the need for a real charge, some C-car teams would be unable to respond to that challenge. We know that Fiorio does not have such problems on his mind. If he can achieve good maximum speed, too, and particularly better reliability, then Lancia might possibly even be in with a chance of the big prize.

Incidentally, the second-place Rondeau, running the fuel mixture very lean and lapping off its true pace, averaged 7.5mpg at the 'Ring, and the new Mirage is claimed to have managed over 8mpg in testing Stateside.

What'll she do?

I don't know how the kid got past the gate and into the paddock. But there he was, wide-eyed and open-mouthed, tripping over himself with delight as he came towards me, ogling at my gleaming new C-car. Of course, I'm used to this sort of thing, it happens every day. It always gives me a kick I just can't keep down when I catch sight of someone eyeballing my car. I try to look nonchalant, but that exhibitionist impulse takes some suppressing, I can tell you, when you've got a car like mine. Especially if the C-car is impressing some bird, and even if it's some kid.

I looked towards the sky, and whistled something carefree. Finally, the infant plucked up courage.

"Cor," said the kid. "What'll she do, mister?"

I eased into my Clint Eastwood routine metaphorically spitting on the ground before I deigned to reply. I timed my answer for maximum impact.

"Seven-point-six miles-per-gallon, son," I told him.

It took a second for the C-car's performance to sink in.

"Wow," said the kid. ■

QUENTIN SPURRING

Facing page: Tony Dron speeds the fifth-placed GTI Engineering Porsche up the hill towards the Karussel. Inset: Teo Fabi waits to take over the winning Lancia Martini from Michele Alboreto. Photos: Jeff Bloxham.

MARTINI
LANCIA MARTINI
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Canon
IPEG
Canon
AE-1
Canon
AE-1

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20
GORDON JOHNCOCK
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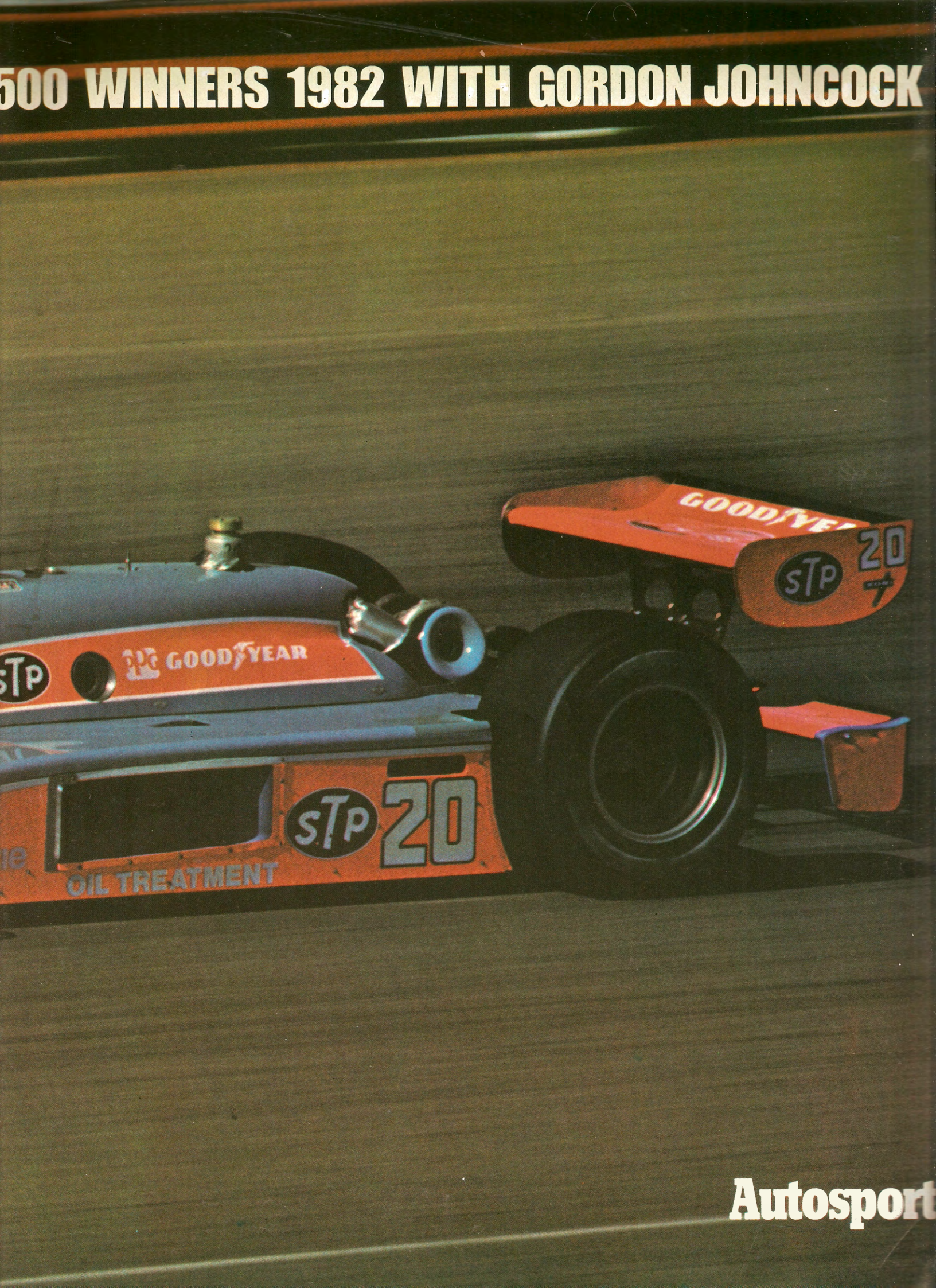
500 WINNERS 1982 WITH GORDON JOHNCOCK



Autosport

Cosworth pioneer

he Lotus 49 was a car that heralded the modern Formula 1 machine by using the engine as stressed member, and the first car to use the Cosworth DFV. DOUG NYE looks back on nother of Colin Chapman's brilliant designs.

The Lotus 49's first race at Zandvoort, 1967. Poleman Graham Hill leads, while eventual winner Jim Clark lies sixth at this point.

During the years 1967 to 1969, Team Lotus built, rebuilt — and rebuilt again — nine Type 49 Formula 1 cars powered by the amazing Cosworth-Ford DFV V8 engine. Those nine cars, in ever-changing form, scored 12 World Championship Grand Prix victories during that period, which was creditable enough without really demonstrating the cars' stature in that period.

Some say it was the engine which made the car, for the 49 by itself was by no means faultless. It was a blemished gem, but it was a gem thoroughly polished by four tortured seasons of front-line service.

In February 1965, Leonard Lee of Coventry Climax had announced their irrevocable decision to cease Formula 1 engine manufacture. They had won 86 F1 races since 1958 and had powered every successful GP Lotus. Colin Chapman was left to search for a new engine for the forthcoming 3-litre Formula 1, due to take effect from January 1, 1966. BRM provided immediate help, contracting to supply H16-cylinder engines, and when they were delayed Lee relented and built two special 2-litre Climax V8 engines for Team Lotus's (Jimmy Clark's) use. Ford of Dagenham financed Keith Duckworth's development of the Chapman-suggested F1 engine which emerged as the epochal production DFV. Cosworth's F2 1600cc 'Four-Valve A-series' FVA four-cylinder unit was proven in *Libre* racing during 1966 with Mike Costin driving, and the doubled-up 'Double Four-Valve' DFV V8 followed smartly in its wake.

Duckworth's engineering approach has always been logical and forthright to a fault. His simple 90-degree V8 engine minimised complication with pure sophistication. He aimed for minimum frontal area within the restrictions of a V8 arrangement. Exhaust clusters and head-width made it impossible to house much fuel on either side of the engine so he decided instead to minimise the engine's length so the front end would mate to the rear bulkhead of a truncated monocoque chassis nacelle without any waste of space. The stressed crankcase would then accept suspension loads and act as the rear part of the chassis. This concept was evolved in partnership with the Team Lotus chassis designers, Colin Chapman and Maurice Phillippe, and the resultant Type 49 emerged as a beautifully integrated concept of great integrity. The bulkhead engine mounting was similar to those of the BRM H16-powered Lotus 42 Indy and 43 F1 chassis, while the compact DFV package allowed fuel load — kept low by the unit's efficiency — to be concentrated between driver cockpit and engine, where it would have little effect on handling change between full and empty.

The 49 fuselage structure was skinned in 18-gauge L72 Alclad aluminium-alloy sheet shaped over mild-steel bulkheads. It formed a completed tube section round the driver's legs and behind his back, and its side boxes housed 15-gallon fuel bags, draining through non-return valves into a 10-gallon tank behind the seat support plate. Fuel pick-up was from the centre tank which topped-up from the side cells as the car accelerated or braked, sloshing fuel through the one-way valves. While cars 49/1 and 49/2 had one bag in each side pontoon, from 49/3 an extra stiffening bulkhead was inserted either side behind the front suspension mounts, and this necessitated two bags in each pontoon. The little ones at the front are - - - s to remove.

An access plate on top of the front tub section gave access to the foot pedal assembly, and ahead of this was a vee-shaped oil tank and light subframe carrying a dual-purpose oil/water radiator. A detachable glass-fibre nose cone clothed this area and was the only 'bodywork' on the car, for there was no engine cowl. Suspension was familiar, with a rocker-arm front end operating inboard coil/dampers and single top links, plus reversed lower wishbones and twin radius rods at the rear, with outboard coil/damper units. Thick ventilated disc brakes were carried well inboard of the wheels, exposed to direct airflow, and massive calipers clasped their trailing edges. Anti-dive geometry was built in to the front suspension to minimise weight transfer under heavy braking.

Ford's name appeared on the DFV cam-boxes, and under Walter Hayes they were very wary of undue premature publicity before the new car/engine had done anything to warrant it. So the Lotus 49 was given a muted debut. The first of the five engines promised exclusively to Lotus for 1967 was delivered on April 25, 1967, two days after completion at Northampton and five months after commencement under the contract effective from March 1, 1966. The original target debut of Monaco was postponed, and instead the Team Lotus 49s made their fairy-tale debut in the Dutch Grand Prix at Zandvoort — scene of so many historic Formula 1 debuts — on June 4.

Graham Hill promptly took pole position in '49/1' while Jimmy Clark — sitting in his car for the first time, since he was tax-exiled from testing in Britain — qualified further back.

Graham led the race before abrupt engine failure, but then Clark strode forward, smashed the lap record and won handsomely in his 'second-off'. Thereafter the Lotus 49s took pole position for the next *eleven* consecutive Grands Prix, and while Graham Hill often led races it was always Jim's which would survive to win four Championship Grands Prix and the Spanish non-Championship event at Jarama.

During the year there were no fundamental engine problems although its rather savage power burst from 6,500rpm demanded wary driving. Smoother-acting throttle and clutch linkages were developed, and then on the stop-go Bugatti circuit at Le Mans — where the French GP was run — ferocious torque reversals were

▶

Facing page
New Year's Day, 1968. The South African Grand Prix at Kyalami saw the last appearance of the 49s in traditional green and yellow, and Jimmy Clark's last GP win, the 25th of his career.

Cosworth pioneer
continued

created which distorted the ZF transaxle casing and caused final-drive failure. Massive cross-bolted side plates were fitted as temporary expedients, which won the British GP, before properly redesigned casings became available from the German ZF company.

These transmissions were generally strong and efficient, but they had always used fixed intermediate and final-drive ratios which could only be changed by complete strip down. During their ZF seasons, Team Lotus took a choice of complete transmissions with different ratios with them rather than strip-down and reassemble in the field. With the DFV's characteristics this became unworkable, and early in 1968 the easily-gutted, quick-change ratio, Hewland gearbox was to replace the ZF.

Brakes were changed early in 1967 as the original ventilated discs cooled so well that they glazed the pads. Graham forgot it, and crashed expensively at Nürburgring. Softer-material pads were tried before solid discs replaced the original ventilated type. Front suspension rocker arms had to be uprated twice before showing sufficient strength. Graham had lost the lead in the British GP when a rear suspension Allen key dropped out of his hastily assembled replacement car, after the original had shunted heavily in practice due to a rear suspension pivot point failure. This top-link mount was twice modified to prevent any recurrence of the Allen screw loss, and at the end of the year more beefy suspension frames were adopted to mount suspension parts to the engine heads and crankcase.

At the end of 1967, Esso — Lotus's main backer for many a year — abruptly pulled out of racing sponsorship. Now team manager Andrew Ferguson contacted Britain's top 200 commercial companies in search of alternative sponsorship. Replies were sparse, but coincidentally David Lazenby—former Lotus Indy crew chief who was then running the Lotus Components racing car production division — was hunting support for a two car team of Lotus 47 GTs. He heard that John Player were interested in general sports promotion, and contacted Sales Link, their PR agency.

The reaction was enthusiastic. 'Laz' tipped-off 'Fergy', and once a meeting was arranged at Players' Nottingham HQ between Colin Chapman and Geoffrey Kent (Players MD) it took just two hours to seal the deal. Gold Leaf Team Lotus, and later John Player Team Lotus, had been born . . .

The winter saw 2.5-litre Cosworth DFW-engined

Graham Hill tests the Lotus 49 for the first time at Snetterton early in 1967.

LOTUS-COSWORTH 49 RACING RECORD

Prototype '49/R1'

1967

Dutch GP, Zandvoort	Graham Hill	Rtd **PP**
Belgian GP, Spa	Graham Hill	Rtd
French GP, Le Mans	Graham Hill	Rtd **PP FL**
British GP, Silverstone	Graham Hill	Practice crash
German GP, Nurburgring	Graham Hill	Rtd
Canadian GP, Mosport Park	Eppie Weitzes*	Rtd
Italian GP, Monza	Giancarlo Baghetti*	Rtd
United States GP, Watkins Glen	Moises Solana*	Rtd
Mexican GP, Mexico City	Jim Clark	**1st PP FL**
Madrid GP, Jarama	Jim Clark	**1st PP FL**

1968

International Trophy, Silverstone	Graham Hill	Rtd
Spanish GP, Jarama	Graham Hill	**1st**
Monaco GP, Monte Carlo	Jack Oliver	Crashed: Written-off

Car rebuilt as '49B/R9'

Chassis '49/R2'

1967

Dutch GP, Zandvoort	Jim Clark	**1st FL**
Belgian GP, Spa	Jim Clark	6th **PP**
French GP, Le Mans	Jim Clark	Rtd
British GP, Silverstone	Jim Clark	**1st PP**
German GP, Nurburgring	Jim Clark	Rtd **PP**
Canadian GP, Mosport	Jim Clark	Rtd **PP FL**
Italian GP, Monza	Jim Clark	3rd **PP FL**
US GP, Watkins Glen	Jim Clark	**1st**
Mexican GP, Mexico City	Moises Solana	Rtd
Madrid GP, Jarama	Graham Hill	2nd

1968

New Zealand GP, Pukekohe	Jim Clark	Rtd **PP**
Levin, New Zealand	Jim Clark	Rtd
Teretonga, New Zealand	Jim Clark	2nd **FL**
Lady Wigram, New Zealand	Jim Clark	**1st PP =FL**
Surfers' Paradise, Australia	Jim Clark	**1st**
Warwick Farm, Australia	Jim Clark	**1st PP**
Australian GP, Sandown	Jim Clark	**1st**
Longford, Tasmania	Jim Clark	5th
International Trophy, Silverstone	Jo Siffert*	Rtd
Spanish GP, Jarama	Jo Siffert	Rtd
Monaco GP, Monte Carlo	Jo Siffert	Rtd
Belgian GP, Spa	Jo Siffert	'7th'
Dutch GP, Zandvoort	Jo Siffert	Rtd
French GP, Rouen	Jo Siffert	11th
British GP, Brands Hatch	Jack Oliver*	Rtd
German GP, Nurburgring	Jack Oliver	Rtd
Oulton Park Gold Cup	Jack Oliver	3rd
Canadian GP, St Jovite	Jack Oliver	Rtd
United States GP, Watkins Glen	Jack Oliver	DNS
Mexican GP, Mexico City	Moises Solana	Rtd

Car torn down and reconstructed as '49B/10'

*Car loaned to R.R.C. Walker team replacing their original car, then returned to Team Lotus on delivery of Rob's new 49B.

Jim Clark.

Chassis '49/3'

1967

British GP, Silverstone	Graham Hill	Rtd
German GP, Nurburgring	Graham Hill	Practice crash
Canadian GP, Mosport	Graham Hill	4th
Italian GP, Monza	Graham Hill	Rtd — led
United States GP, Watkins Glen	Graham Hill	2nd **PP FL**
Mexican GP, Mexico City	Graham Hill	Rtd

1968

South African GP, Kyalami	Graham Hill	2nd
Surfers' Paradise, Australia	Graham Hill	2nd
Warwick Farm, Australia	Graham Hill	2nd
Australian GP, Sandown	Graham Hill	3rd
Longford, Tasmania	Graham Hill	6th

Car sold to Team Gunston, South Africa, for John Love, now with Doug Nye in Farnham, Surrey.

Chassis '49/4'

1968

South African GP, Kyalami	Jim Clark	1st **PP FL**

Car sold to R.R.C. Walker for Jo Siffert, crashed in practice for Race of Champions and destroyed by garage fire during strip-down.

Chassis '49/5'

1968

Race of Champions, Brands Hatch	Graham Hill	Rtd

Reconstructed as prototype 49B

Monaco GP, Monte Carlo	Graham Hill	**1st PP**
Belgian GP, Spa	Graham Hill	Rtd
Dutch GP, Zandvoort	Graham Hill	'9th'
French GP, Rouen	Graham Hill	Rtd
British GP, Brands Hatch	Graham Hill	Rtd **PP**
German GP, Nürburgring	Graham Hill	2nd
Oulton Park Gold Cup	Graham Hill	Rtd **PP**
Italian GP, Monza	Jack Oliver	Rtd **'FL'**
Canadian GP, St Jovite	Bill Brack	Rtd
United States GP, Watkins Glen	Mario Andretti	Rtd **PP**
Mexican GP, Mexico City	Jack Oliver	3rd

1969

Fitted as 2.5-litre 49T for Tasman series

New Zealand GP, Pukekohe	Jochen Rindt	2nd **FL**
Levin, New Zealand	Jochen Rindt	Rolled car
Preliminary race	Jochen Rindt	4th after pushin' & shovin' with Hill!

Car torn-down and reconstructed as 49B/11

Chassis '49B/6'

1968

Belgian GP, Spa	Jack Oliver	5th
Dutch GP, Zandvoort	Jack Oliver	UNC
French GP, Rouen	Jack Oliver	Practice crash

Car rebuilt around replacement monocoque

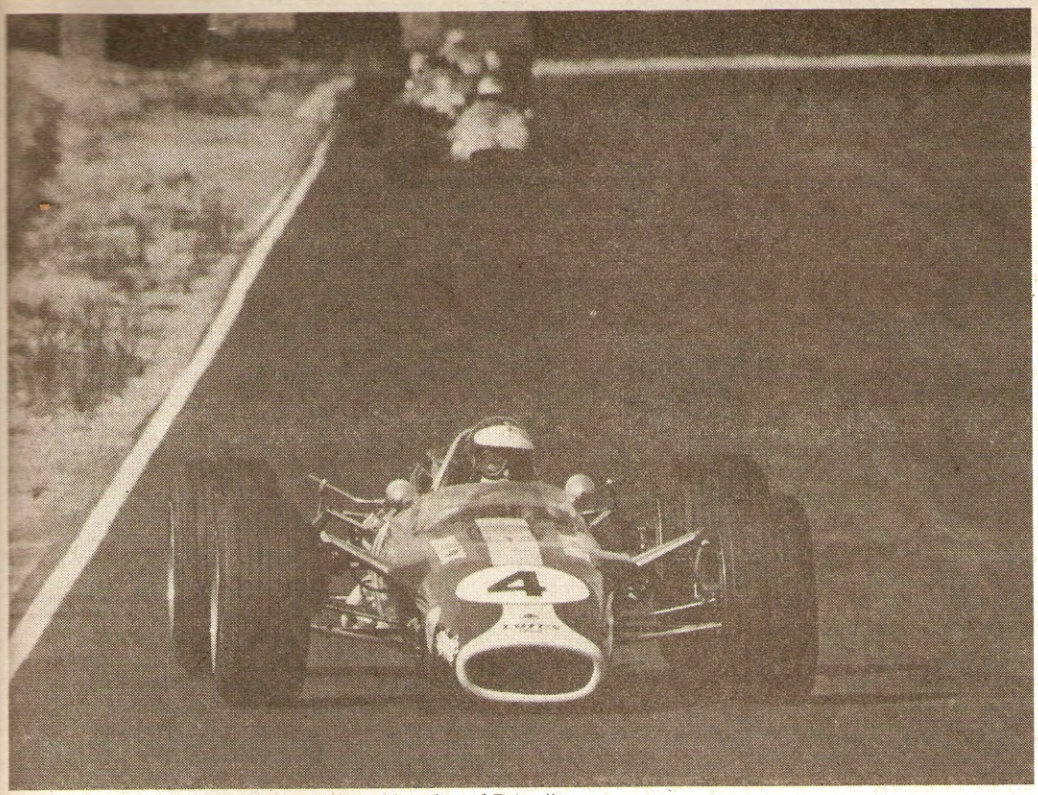
Italian GP, Monza	Graham Hill	Rtd
Canadian GP, St Jovite	Graham Hill	4th
United States GP, Watkins Glen	Graham Hill	2nd
Mexican GP, Mexico City	Graham Hill	**1st**

1969

South African GP, Kyalami	Graham Hill	2nd
Race of Champions, Brands Hatch	Graham Hill	2nd **PP**
International Trophy, Silverstone	Graham Hill	7th
Spanish GP, Barcelona	Graham Hill	Written-off

Car rebuilt around replacement monocoque

Dutch GP, Zandvoort	Jochen Rindt	Rtd **PP**
French GP, Clermont	Jochen Rindt	Rtd
British GP, Silverstone	Jochen Rindt	4th **PP**
German GP, Nurburgring	Jochen Rindt	Rtd
Italian GP, Monza	Jochen Rindt	2nd **PP**
Canadian GP, Mosport	Jochen Rindt	3rd



Kyalami in 1968 saw Jim Clark's 25th and last Grand Prix win.

Lotus 49Ts run in the Tasman Championship, where GLTL cigarette packet livery appeared on the cars for the first time, replacing the honoured old green and yellow. On New Year's Day, 1968, Jimmy Clark had qualified on pole position, set fastest lap, and won the South African GP to notch his 25th Championship-qualifying success which broke Fangio's long-standing record of 24. It was to be his last GP, the end of the old livery in Championship racing, and although Clark raced under GLTL colours in Tasman and F2 events he did not survive into the new Grand Prix age. He was killed in April at Hockenheim, in a GLTL Lotus 48 F2 car in a piffling little race.

Obviously the team was riven, and more tragedy followed as Mike Spence — replacing Jimmy in one of the Lotus 56 turbocars at Indy — lost his life during pre-qualifying runs there.

Only Graham Hill could pick-up the team and he did so historically with consecutive wins in the Spanish and Monaco GPs. At the end of the season he won again at Mexico City, and clinched his second World Drivers' Championship, and Lotus's first Constructors' title with Cosworth-Ford DFV power. In mid-season Jo Siffert won the British GP in Rob Walker's brand-new private Lotus 49B.

The Type 49 family developed considerably through that 1968 season. Experience with Firestone tyres indicated an advantage from greater rear weight bias. Experiments were made at Race of Champions time with '49/5' which ran with a huge oil tank wrapped over the gearbox saddle-fashion with an oil cooler on top. Wider deep-cone wheels were used, and this car was then torn down to be further rebuilt.

Progressive tyre development had overtaken the old theories of reducing frontal area. Vestigial sports car-like fins and spoilers had appeared on the cars at Spa '67, and these proliferated during 1968. Maximum downforce was the aim, to load tyres with a dynamic force which did not add extra mass to be accelerated and braked. The Indy Type 56 turbocars had evolved successfully for Indy racing with a pure wedge door-stop profile, and for Monaco the Lotus 49B was produced to mirror that form.

Colin lengthened the wheelbase to help remove load from the front wheels, raking the upper rocker arms 3ins forward. To limit rear-wheel toe-steer, tunnels were cut into the fuselage belly and the lower radius rod pick-ups were placed well forward and inboard within them. A stronger subframe carried the rear suspension, oil tank and the latest Hewland FG400 gearbox, and the DFV heads were now relieved of carrying direct ▶

United States GP, Watkins Glen ..... Jochen Rindt ..... 1st **PP FL**
Mexican GP, Mexico City ..... Jochen Rindt ..... Rtd

1970

Car modified as 49C
South African GP, Kyalami ..... Jochen Rindt ..... '13th'
Race of Champions, Brands Hatch... Jochen Rindt 2nd
Monaco GP, Monte Carlo ..... Jochen Rindt ..... **1st FL**
Belgian GP, Spa ..... Jochen Rindt ..... Rtd
French GP, Clermont ..... Alex Soler-Roig ..... DNQ

1971

Argentine GP, Buenos Aires ..... Wilson Fittipaldi 8th
Race of Champions, Brands Hatch... Tony Trimmer ..... DNS
Rothmans Trophy, Oulton Park ..... Tony Trimmer 6th

Car sold after litigation to Robs Lamplough, 1977, now on loan to National Motor Museum, Beaulieu.

Chassis '49B/7'

British GP, Brands Hatch ..... Jo Siffert ..... **1st FL**
German GP, Nurburgring ..... Jo Siffert ..... Crashed
Italian GP, Monza ..... Jo Siffert ..... Rtd
Canadian GP, St Jovite ..... Jo Siffert ..... Rtd **FL**
United States GP, Watkins Glen ..... Jo Siffert 5th
Mexican GP, Mexico City ..... Jo Siffert ..... 6th **PP FL**

1969

South African GP, Kyalami ..... Jo Siffert 4th
Race of Champions, Brands Hatch... Jo Siffert 4th
International Trophy, Silverstone.... Jo Siffert 11th
Spanish GP, Barcelona ..... Jo Siffert ..... Rtd
Monaco GP, Monte Carlo ..... Jo Siffert 3rd
Dutch GP, Zandvoort ..... Jo Siffert 2nd
French GP, Clermont ..... Jo Siffert 9th
British GP, Silverstone ..... Jo Siffert 8th
German GP, Nürburgring ..... Jo Siffert ..... '11th'
Italian GP, Monza ..... Jo Siffert ..... '8th'
Canadian GP, Mosport ..... Jo Siffert ..... Rtd
United States GP, Watkins Glen ..... Jo Siffert ..... Rtd
Mexican GP, Mexico City ..... Jo Siffert ..... Rtd

1970

Car modified as 49C
South African GP, Kyalami ..... Graham Hill 6th
Race of Champions, Brands Hatch... Graham Hill 5th
Spanish GP, Jarama ..... Graham Hill 4th
International Trophy, Silverstone.... Graham Hill 9th
Monaco GP, Monte Carlo ..... Graham Hill 5th
Belgian GP, Spa ..... Graham Hill ..... Rtd
Dutch GP, Zandvoort ..... Graham Hill ..... UNC
French GP, Clermont ..... Graham Hill 10th
British GP, Brands Hatch ..... Graham Hill 6th
German GP, Hockenheim ..... Graham Hill ..... Rtd

Car retired and now on public display, Donington Collection, on loan from Rob Walker.

Chassis '49B/8'

1969

New Zealand GP, Pukekohe ..... Graham Hill ..... Rtd
Levin, New Zealand ..... Graham Hill ..... Rtd
Preliminary race ..... Graham Hill 3rd
Wigram Trophy, New Zealand ..... Graham Hill 2nd
Preliminary race ..... Graham Hill ..... **1st FL**
Teretonga Trophy, New Zealand ..... Graham Hill 2nd
Australian GP, Brisbane ..... Graham Hill 4th

Jochen Rindt.

Warwick Farm, Australia ..... Graham Hill 5th
Sandown Park, Australia ..... Graham Hill 6th

All races as 2.5-litre Lotus 49T, refitted as F1 49B 3-litre

Monaco GP, Monte Carlo ..... Dick Attwood 3rd
British GP, Silverstone ..... Graham Hill 7th
German GP, Nurburgring ..... Jo Bonnier ..... Rtd
Oulton Park Gold Cup ..... Jo Bonnier ..... Practice crash

Car rebuilt and sold as 49C to Dave Charlton, South Africa

1970

South African GP, Kyalami ..... Dave Charlton ..... '12th'

Car severely damaged by Mayer Botha at Kilarney, South Africa, 1972, wreck sold to John Dawson-Damer, Australia for whom it has been totally restored.

Chassis '49B/9'

1969

South African GP, Kyalami ..... Jochen Rindt ..... Rtd
Race of Champions, Brands Hatch... Jochen Rindt ..... Rtd **FL**
International Trophy, Silverstone.... Jochen Rindt 2nd
Spanish GP, Barcelona ..... Jochen Rindt ..... **Written-off**

Chassis '49B/10'

1969

Wigram Trophy, New Zealand ..... Jochen Rindt ..... **1st PP=FL**
Preliminary race ..... Jochen Rindt ..... **1st FL**
Teretonga, New Zealand ..... Jochen Rindt ..... Rtd **PP**
Preliminary race ..... Jochen Rindt ..... **1st PP FL**
Australian GP, Brisbane ..... Jochen Rindt ..... Rtd
Warwick Farm, Australia ..... Jochen Rindt ..... **1st PP**
Sandown Park, Australia ..... Jochen Rindt ..... 2nd **PP**
Monaco GP, Monte Carlo ..... Graham Hill **1st**
Dutch GP, Zandvoort ..... Graham Hill 7th
French GP, Clermont ..... Graham Hill 6th
German GP, Nurburgring ..... Graham Hill 4th
Italian GP, Monza ..... Graham Hill ..... '9th'
Canadian GP, Mosport ..... Graham Hill ..... Rtd
United States GP, Watkins Glen ..... Graham Hill ..... Written-off

Car subsequently rebuilt as exhibition piece, presumably using spare monocoque?

Chassis '49B/11'

1969

South African GP, Kyalami ..... Mario Andretti ..... Rtd
Race of Champions, Brands Hatch... Pete Lovely* 6th
International Trophy, Silverstone.... Pete Lovely ..... Crashed
Canadian GP, Mosport ..... Pete Lovely 7th
United States GP, Watkins Glen ..... Pete Lovely ..... Rtd
Mexican GP, Mexico City ..... Pete Lovely 9th

1970

Race of Champions, Brands Hatch... Pete Lovely ..... Rtd
International Trophy, Silverstone.... Pete Lovely 13th
Dutch GP, Zandvoort ..... Pete Lovely ..... DNQ
French GP, Clermont ..... Pete Lovely ..... DNQ
British GP, Brands Hatch ..... Pete Lovely ..... '10th'
United States GP, Watkins Glen ..... Pete Lovely ..... DNQ

1971

Questor GP, Ontario, Calif. ..... Pete Lovely ..... DNS**

Car subsequently reduced and components adapted to Lotus 59 F1 'special'

*Sold by Team Lotus to former 1959 works driver, Seattle VW dealer, Pete Lovely. **Car entered in 49C form.

Chassis '49B/12'

Nominal entity comprising possibly unused monocoque completed with over-life used components as exhibition piece for Ford Motor Company dealership displays, exhibitions etc, finished in Gold Leaf Team Lotus colours and for several years now on extended display at the Donington Collection. Never raced.

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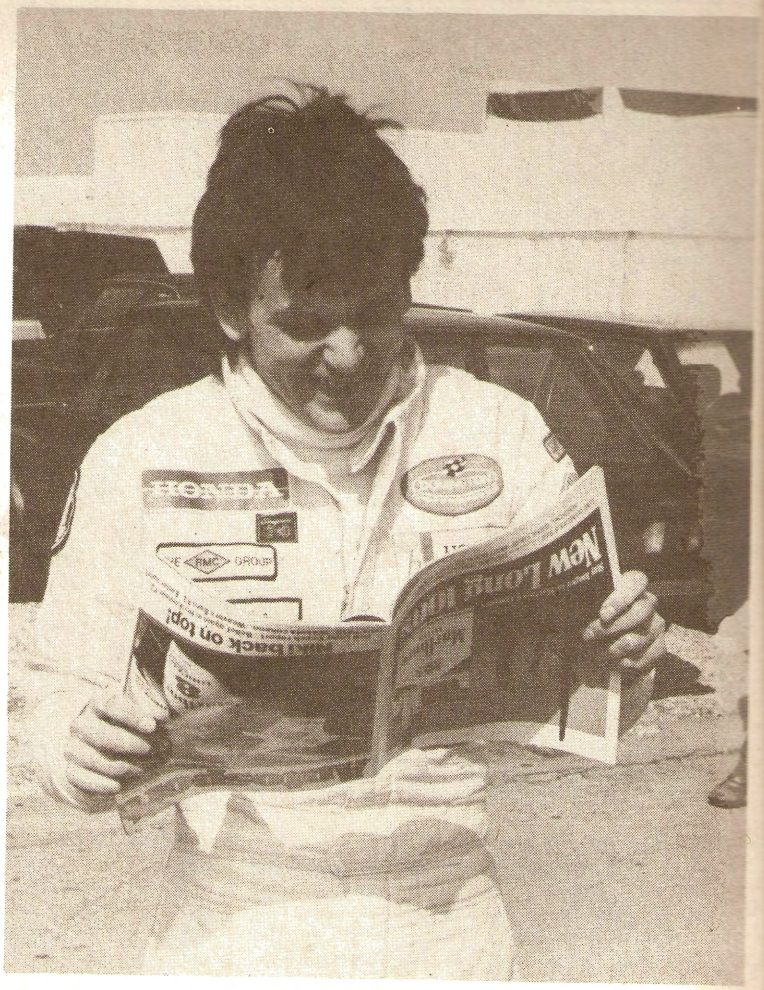

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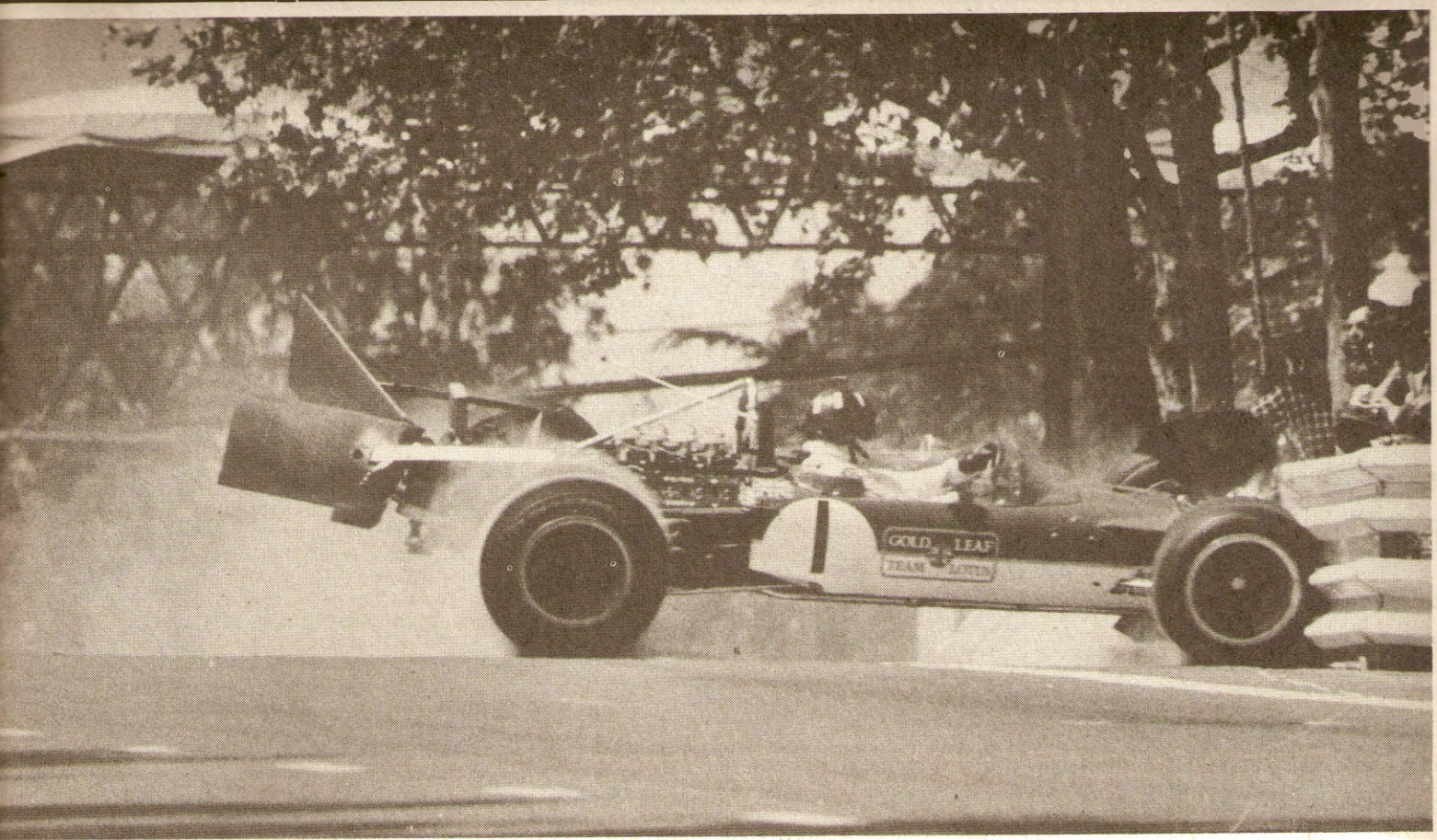


The joys of high wings. Hill's 49 crashes at Barcelona in 1969. Later Rindt's car did exactly the same thing at this point.

Cosworth pioneer

continued

suspension loads. A reprofiled nose cowl carried adjustable aerofoil-section vanes either side, while the engine was clad at last with an upswept glass-fibre cowl into which a NACA duct was sunk to feed cool air through a sunken oil radiator. For the last two races of 1967 the deep-cone wheels had grown from 8ins to 10ins wide front rims, and now 12ins fronts became standard with 15ins rears.

At Monaco, Hill was supreme to win his fourth GP there, while Romford's very own Jack Oliver inauspiciously crashed '49/1' on his debut to make up numbers after Clark's sad death. This car was salvaged and stripped, then as many surviving parts as possible were used to construct a replacement '49B/9'. This salvage and restore policy became common practice, and accounts for the nine 49 'entities' carrying in their time 12 chassis numbers.

At Spa the 49Bs suffered CV joint half-shaft failures, and then Zandvoort saw their last appearance as semi-wedges, for strutted wings were on the way, following Brabham and Ferrari innovations at Spa.

For the French GP at Rouen, Team's 49Bs appeared with strutted rear wings mounted direct on the rear suspension uprights to convert maximum download into traction. Chapman talked of 400lbs download at 150mph and in practice Oliver's car ran into the wash of another vehicle at speed back towards the pits, and '49B/6' got away from him and slammed to destruction against a stout brick gatepost beside the road. It was a tribute to the tub's strength that Ollie survived to run Arrows with his friends today. Put it down to Lotus.

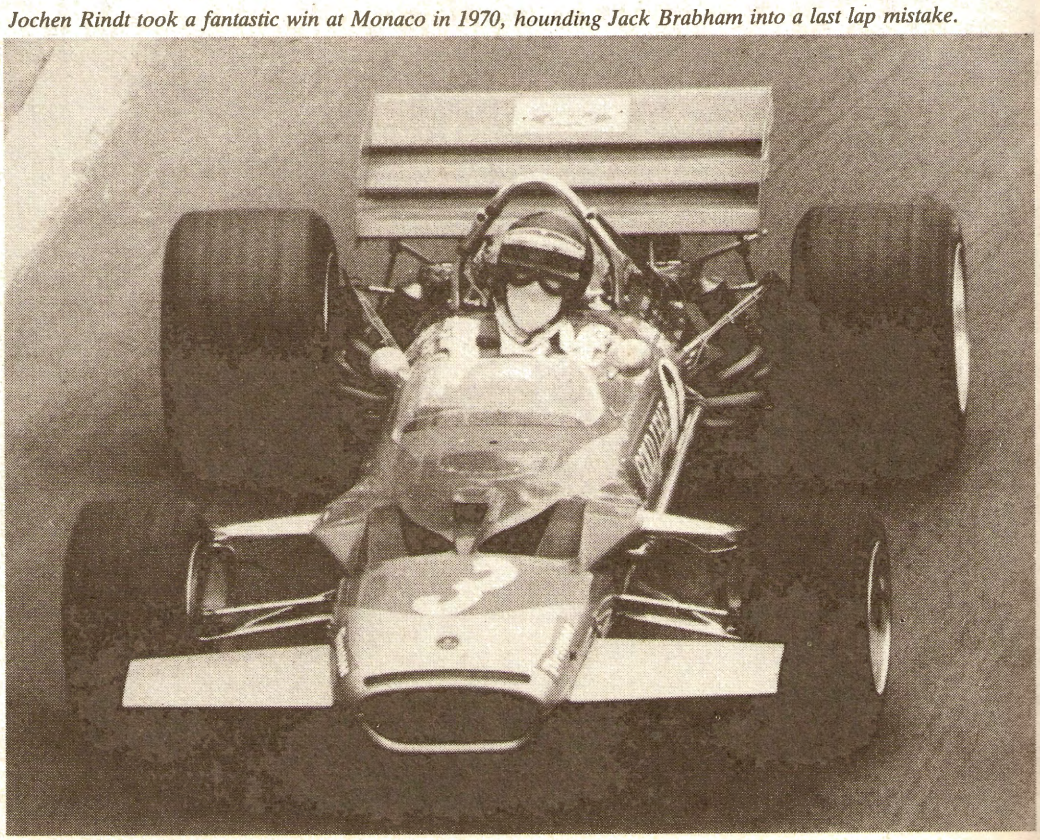
But this wing era increased drive-line loads like never before. The old safety valve of wheelspin had been shut off by increased tyre loading and the introduction of sticky Firestone YB11 tyres exacerbated the problem. Many experiments were made before Lobro plunging CV joints finally proved man enough for the job.

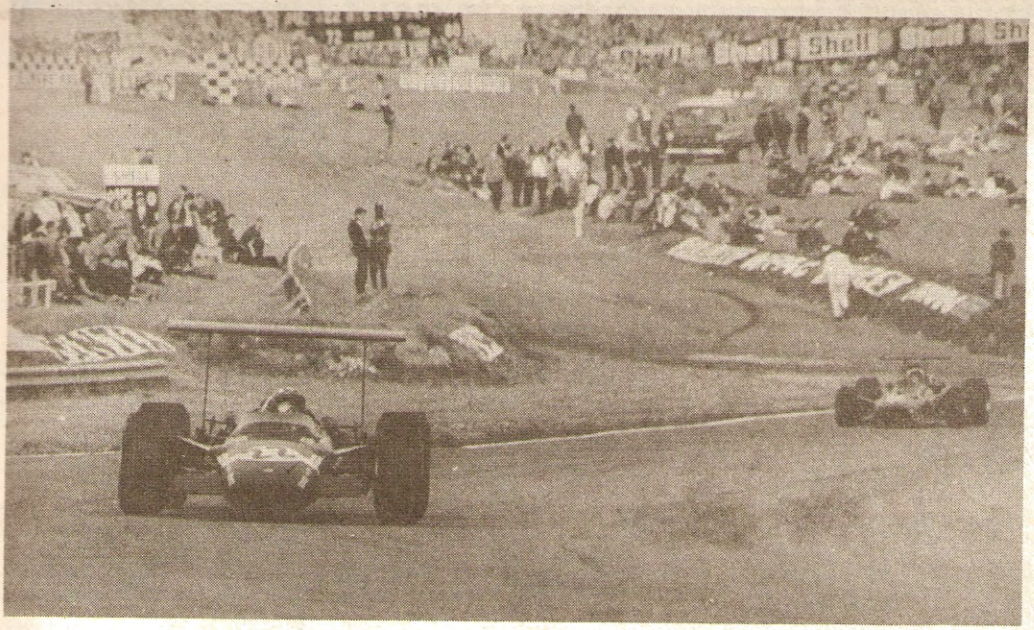
Strutted aerofoils grew higher, wider, bigger than ever and were finally doubled-up, front and rear, at Kyalami in '69. Passive mounts, pre-set in the pits, were normal wear, but a feathering rear wing was used on Graham's car in Mexico '68, using a fourth pedal to the left of the clutch to feather the wing along the straights. As the driver moved his foot to the clutch at the end of a straight, so bungee cords in tension hauled the wing down and added download and drag to slow and steady the car in the turn.

Finally, at Barcelona's Montjuich Park road circuit for the Spanish GP '69, the 49Bs carried outsize wings which regrettably 'topped-out' over the fast hump ending the pit straight. The struts had been stressed adequately to accept compression loads from the wings, but not to resist negative loads as the chassis 'fell away' at the hump. Both Hill's and Rindt's cars suffered catastrophic accidents following rear wing collapse at that point. Graham's already rebuilt '49B/6' was to be reconstructed yet again, but Jochen's '49B/9' was mashed into a banana twist, from which very few parts were salvageable.

Dick Attwood deputised for the injured Rindt at ▶

Jochen Rindt took a fantastic win at Monaco in 1970, hounding Jack Brabham into a last lap mistake.





Jo Siffert, driving Rob Walker's 49, on his way to victory in the 1968 British GP. Chris Amon's Ferrari follows.

Cosworth pioneer

continued

Monaco, and in mid-practice there the CSI abruptly banned strutted wings and began framing strict limits on such aerodynamic adjuncts. Still Graham Hill scored his superb fifth Monaco GP victory, Jo Siffert was third in the Walker team's '49B/7' — and Dick Attwood was fourth. They were all on the same lap . . . who said Lotus GP cars were fragile?

At Zandvoort the prototype Lotus 63 four-wheel drive car appeared, but this proved to be a delusive exercise which just robbed the 49B or a better rear-drive successor of development time. Wing rules settled on limits of 80cms height above road level and 110cms width, mounted behind the rear axle. Before the British GP at Silverstone, Chapman's problem was to persuade his drivers to take the 63 seriously and leave their 49Bs. So '49B/8' and '49B/9' were sold to Jo Bonnier and John Love — who already had '49/3' in South Africa — leaving Team with only '49B/6' revived and the two 63s. But Hill and Rindt bitched about it, understandably, and Bonnier's car was taken back for Graham, and Jochen drove '6. The Love sale was subsequently rescinded as the 63 error was appreciated.

Mario Andretti — who had made his sensational GP debut in a Team 49B at Watkins Glen in '68 — was brought in as an open and willing mind to campaign the 63 at the Nürburgring, while Hill and Rindt concentrated upon accumulating Championship points with their 49Bs. At The Glen, in the US GP, Jochen at last won his maiden Grande Epreuve in '49B/6' while Graham crashed '10 mightily following a tyre deflation and did himself serious injury. The 49Bs had won two more GPs, but had lost their Championships to Stewart and the Tyrrell Matra-Cosworth.

Colin's original intention for the 49 had been to build a simple car which would give no development problems while the expected teething troubles of the DFV engine could be ironed-out. But during 1967-69 the simple test bed chassis had run way over-life as the intended Type 63 replacement failed.

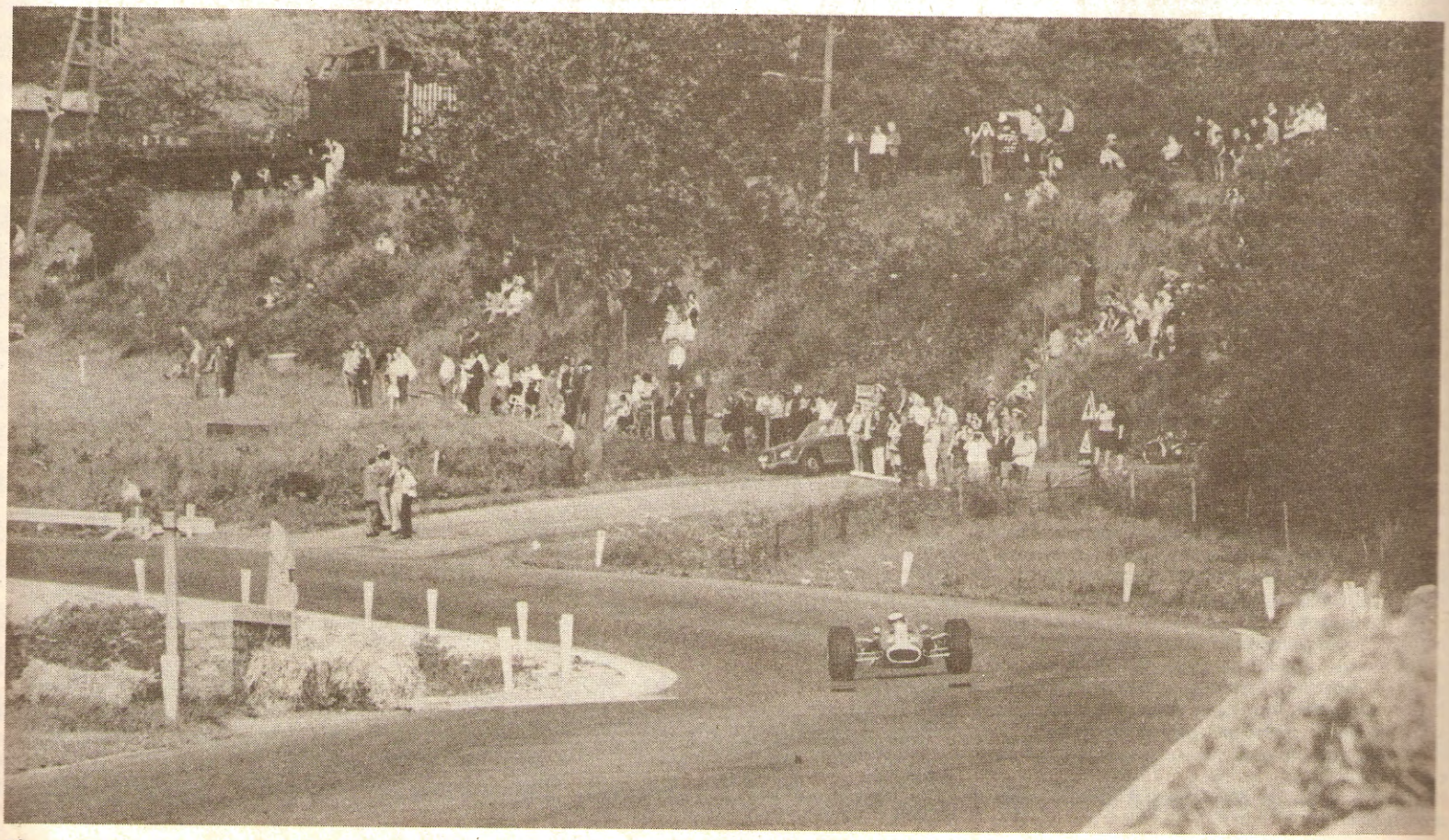
The 49s and 49Bs had become notorious for their fuel-system bothers as they repeatedly failed to scavenge the last few gallons from their tanks, and for roasting their drivers, as hot air from the nose radiator heated the foot pedals. They pitched and wandered under heavy braking, a trait which the exuberant Jo Siffert exploited to the Nth degree in earning his title as 'The Last of the Late-Brakers'. The 49 was far from perfect, but it had proved itself a winner, even when other teams laid their hands on DFV power from the start of 1968, and it saw another season yet . . .

For 1970 the Lotus 72 was under way, but still the 49 raced on, using new front uprights, revised suspension geometry and 13ins wheels to carry new lower Firestone tyres. This variant was known as the Type 49C, and four were modified in this way, chassis '6, '7, '8 and '10.

Jo Bonnier had crashed his car heavily at Oulton Park in September '68, and after being rebuilt it was sold to Dave Charlton in South Africa. John Miles joined Jochen to drive the Team cars while Graham Hill — still not fully recovered from his US accident — was to race Rob Walker's '49C/7' although he could hardly walk.

The 1970 highlight of the 49Cs' part-season was Rindt's thrilling victory at Monaco after sulking around for half-distance and then suddenly taking the bit between his teeth and pressuring Jack Brabham into that inexplicable last-corner error at the old Gasworks Hairpin. Emerson Fittipaldi made his GP debut for Lotus at Brands Hatch in the rebuilt '49C/10', and finally in April 1971 Tony Trimmer drove '49C/6' in the Good Friday International at Oulton Park and after a practice crash the old nail was repaired with parts cannibalised from '49C/10' on display in a garage at Bradford! Trimmer survived a pit stop during the race to bring the car home into sixth place, four laps behind Pedro Rodriguez's winning BRM. It was Team Lotus's Type 49 swan-song — and the bottom line to a classical Grand Prix car's racing career. ■

Jim Clark took pole at Spa in 1967 by four seconds. *His 49 led the race but retired.*



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CANADIAN GRAND PRIX

A first time winner in Canada?

After the somewhat shaky inaugural Detroit Grand Prix the Formula 1 circus moves north this week for Sunday's Canadian Grand Prix, to be run at Montreal's recently-renamed Circuit Gilles Villeneuve.

It will inevitably be a flawed weekend for the local fans, whose interest in Grand Prix racing was so closely tied to the fortunes of their favourite son. Montreal without Villeneuve will be like Beunos Aires without Reutemann, and one hopes that the crowd will nevertheless be of reasonable size.

In his four races here, Gilles had a first, a second, a third and a fourth, all for Ferrari, of course. This weekend Maranello has only one representative, Didier Pironi, for Patrick Tambay does not make his debut until July 3, at Zandvoort (see *Pit & Paddock*).

Jan Lammers's broken thumb, incurred at Detroit, will keep him out of the Theodore at Montreal, and he will be temporarily replaced by Geoff Lees.

Lees — another chance.

Piquet: persevering

After failing to qualify last weekend, Nelson Piquet will be out again in Montreal with the Brabham-BMW BT50, and Riccardo Patrese will have a Cosworth-powered BT49D. Very much the man of the moment, John Watson will be hoping to extend his World Championship lead still further, and he always goes well at Montreal. John and Niki Lauda will have their usual McLaren MP4Bs.

Rosberg: due to win

Keke Rosberg surely *must* score a Grand Prix win soon. He leads the Williams attack, with Derek Daly in the second car, and the remaining entries come from Lotus (de Angelis and Mansell), Alfa Romeo (Giacomelli and de Cesaris), Renault (Prost and Arnoux), Talbot-Ligier (Laffite and Cheever), Tyrrell (Alboreto and Henton), Arrows (Surer and Baldi), ATS (Winkelhock and Salazar), March (Mass, Boesel and Villota), Osella (Jarier and Paletti), Ensign (Guerrero) and Fittipaldi (Serra).

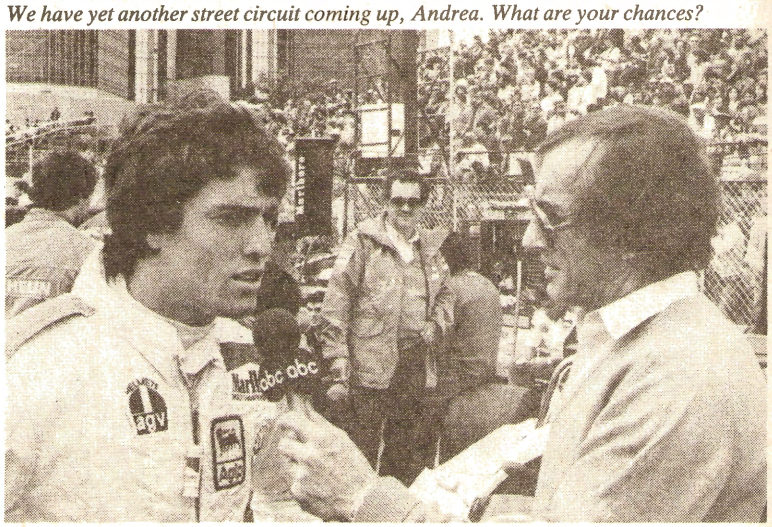
I have the feeling that Montreal may produce a first time winner this weekend, like Rosberg, Giacomelli or de Cesaris . . .

NSR

GRAND PRIX FORM GUIDE

Last six Grands Prix						Driver	Nat	Car
DSQ	R	—	5	R	NQ	Nelson Piquet	BR	Brabham-BMW BT50
R	3	—	R	1	R	Riccardo Patrese	I	Brabham-Ford BT49D
4	3	3	R	10	R	Michele Alboreto	I	Tyrrell-Ford 011
NQ	R	R	R	8	9	Brian Henton	GB	Tyrrell-Ford 011
R	R	—	R	6	5	Derek Daly	IRL	Williams-Ford FW08
DSQ	2	—	2	R	4	Keke Rosberg	SF	Williams-Ford FW08
2	6	—	1	R	1	John Watson	GB	McLaren-Ford MP4B
R	1	—	DSQ	R	R	Niki Lauda	A	McLaren-Ford MP4B
R	R	5	R	R	R	Eliseo Salazar	RCH	ATS-Ford D5
5	R	DSQ	R	R	R	Manfred Winkelhock	D	ATS-Ford D5
R	5	—	4	5	R	Elio de Angelis	I	Lotus-Ford 91
3	7	—	R	4	R	Nigel Mansell	GB	Lotus-Ford 91
NQ	R	—	NQ	NQ	R	Roberto Guerrero	CO	Ensign-Ford N181
1	R	R	R	7	12	Alain Prost	F	Renault RE30B
R	R	R	R	R	10	René Arnoux	F	Renault RE30B
8	9	—	R	NQ	7	Jochen Mass	D	March-Ford 821
R	9	—	R	NQ	R	Raul Boesel	BR	March-Ford 821
—	—	—	NQ	NQ	NQ	Emilio de Villota	E	March-Ford 821
R	NQ	—	6	NQ	11	Chico Serra	BR	Fittipaldi-Ford F8D
R	R	R	R	3	R	Andrea de Cesaris	I	Alfa Romeo 182
R	R	R	R	R	R	Bruno Giacomelli	I	Alfa Romeo 182
R	R	—	3	R	2	Eddie Cheever	USA	Talbot-Ligier-Matra JS17
R	R	—	9	R	6	Jacques Laffite	F	Talbot-Ligier-Matra JS17
6	R	1	WDN	2	3	Didier Pironi	F	Ferrari 126C2
—	—	—	7	9	8	Marc Surer	CH	Arrows-Ford A4
10	NQ	—	R	NQ	R	Mauro Baldi	I	Arrows-Ford A4
9	R	4	R	NQ	R	Jean Pierre Jarier	F	Osella-Ford FA1C
NQ	NQ	R	NQ	NQ	NS	Riccardo Paletti	I	Osella-Ford FA1C
—	—	—	—	—	—	Geoff Lees	GB	Theodore-Ford TY02
NQ	NQ	R	R	NQ	—	Derek Warwick	GB	Toleman-Hart TG181
NQ	NQ	UC	R	NQ	—	Teo Fabi	I	Toleman-Hart TG181

We have yet another street circuit coming up, Andrea. What are your chances?



FIA World Championship of Drivers
After seven of 16 rounds

1	John Watson (6)	26
2	Didier Pironi (13)	20
3	Alain Prost (5)	18
4	Keke Rosberg (-)	17
5	Riccardo Patrese (11)	13
6	Niki Lauda (-)	12
7	Michele Alboreto (-)	10
	Eddie Cheever (11)	10
9	Elio de Angelis (8)	7
	Nigel Mansell (14)	7
11	Gilles Villeneuve (7)	6
	Carlos Reutemann (2)	6
13	René Arnoux (9)	4
	Andrea de Cesaris (18)	4
15	Derek Daly (-)	3
	Jean-Pierre Jarier (-)	3
17	Manfred Winkelhock (-)	2
	Eliseo Salazar (18)	2
	Nelson Piquet (1)	2
20	Jacques Laffite (4)	1
	Chico Serra (-)	1

International Cup for Constructors

1	McLaren-Ford (6)	35
2	Williams-Ford (1)	29
3	Ferrari (5)	26
4	Renault (3)	22
5	Lotus-Ford (7)	14
6	Brabham-Ford (2)	13
7	Talbot-Ligier Matra (4)	11
8	Tyrrell-Ford (8)	10
9	Alfa Romeo (8)	4
10	ATS-Ford (12)	3
11	Osella-Ford (-)	2
	Brabham-BMW (-)	2
13	Fittipaldi-Ford (-)	1

Numbers in brackets indicate last year's positions

The Grands Prix come thick and fast at the moment. Hot on the heels of the Detroit race comes the Canadian Grand Prix in Montreal this weekend, but let's deal with Detroit first. A magnum of *Moët et Chandon* champagne will soon be arriving in Airdrie, Lanarkshire for I. Grant, who correctly predicted that John Watson would win at 77.789mph, not far off the true average of 78.2mph.

Another magnum is on offer for the eighth round of the World Championship this weekend. Last year's race was won by Jacques Laffite in appalling conditions, so the best guidance on average speed you will have to look to 1980, when Alan Jones won at a speed of 110.00mph.

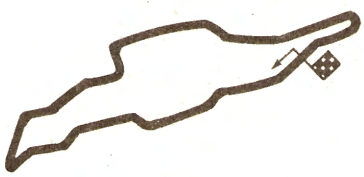
Send your entries, on postcards only, to AUTOSPORT Editorial, Haymarket Publishing (1980) Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

CANADIAN GRAND PRIX, MONTREAL

2.74 miles (4.41kms)
Lap record: Didier Pironi (Ligier JS11/15), 1m 28.769s, 113.397mph.
Race distance: 70 laps, 191.8 miles.

TIMETABLE

Friday	10.00-11.30	(untimed practice)
	13.00-14.00	(timed)
Saturday	10.00-11.30	(untimed)
	13.00-14.00	(timed)
Sunday	13.15-13.45	(warm-up)
	16.15	(race)



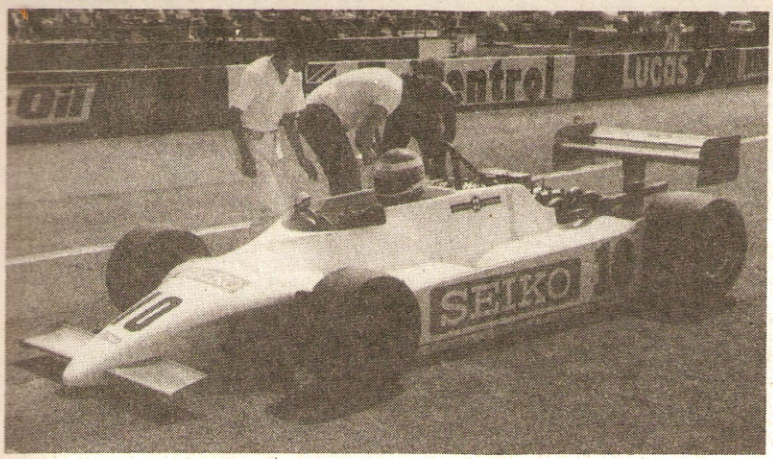
All these times are local and six hours behind BST. This means that the race will start at 22.15 BST.

BROADCASTING

Radio 2 MW Saturday 17.30 (practice news)
Sunday 23.02 (race progress report)
00.02 (race progress report)
Radio 4 MW Monday 07.25 (race report on *Today*)
BBC TV Monday late evening (race highlights)

PAST WINNERS

Year	Driver	Nat	Car	Circuit
1968	Denny Hulme	NZ	McLaren-Ford	Ste. Jovite
1969	Jacky Ickx	B	Brabham-Ford BT26	Mosport
1970	Jacky Ickx	B	Ferrari 312B	Ste. Jovite
1971	Jackie Stewart	GB	Tyrrell-Ford 003	Mosport
1972	Jackie Stewart	GB	Tyrrell-Ford 003	Mosport
1973	Peter Revson	USA	McLaren-Ford M23	Mosport
1974	Emerson Fittipaldi	BR	McLaren-Ford M23	Mosport
1975	Not held			
1976	James Hunt	GB	McLaren-Ford M23	Mosport
1977	Jody Scheckter	ZA	Wolf-Ford WR1	Mosport
1978	Gilles Villeneuve	CND	Ferrari 312T3	Montreal
1979	Alan Jones	AUS	Williams-Ford FW07	Montreal
1980	Alan Jones	AUS	Williams-Ford FW07	Montreal
1981	Jacques Laffite	F	Talbot-Ligier-Matra JS17	Montreal

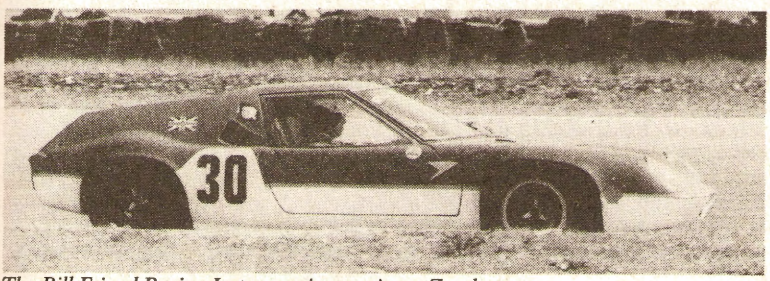


Masanori Sekiya in Team Sanada's Chevron B56 prototype.

Sleek Chevron B56

Team Sanada fielded their brand new Chevron B56 Formula Atlantic car for the second time at Silverstone on Sunday with Masanori Sekiya at the wheel. Chevron Cars director Robin Smith drove the car himself at Donington prior to its debut at Mallory Park and reports that he is very encouraged with its progress. The Scot has now laid down a batch of three more B56s for the home and American markets and is confident that the cars can match all opposition with further development work.

Tony Trimmer, who drives Team Sanada's Fittipaldi in the British F1 series, was on hand at Silverstone to advise Sekiya and the Japanese team. The striking Seiko-supported Chevron was dogged by a misfire all day so did not run representatively, Sekiya finished seventh, a lap down. The combination should be worth watching at future Atlantic rounds when the B56 is fully sorted.



The Bill Friend Racing Lotus was impressive at Zandvoort.

Super Sports 47

Bill Friend Racing ran their fully restored Lotus 47 for the first time at the European Super Sports round at Zandvoort, Bill's nephew Roger taking the controls of the 1600cc FVA-engined car. Just one of Bill Friend's superb collection of historic Loti which, incidentally, are available for all kinds of promotional work, the 47 has been restored to better than new condition by Ian Jones of Racing Fabrications in Bury St Edmunds.

During its four-month rebuild the swift lightweight coupe has been repainted in the original Gold Leaf Team Lotus livery while the Ford Cosworth power unit has been subjected to a comprehensive rebuild by George Wadsworth, also of Racing Fabrications.

Following some quick lappery in testing at Snetterton, Roger qualified the 47 seventh in Holland although a broken driveshaft halted its progress in the race.

Modsaloon variety

The *Cars and Car Conversions* BRSCC Modified saloon championship is gathering strength as the season progresses with new cars and drivers appearing at each round. Sunday's race at Silverstone provided some entertaining tin-(not plastic-) top action with the former G1 cars of John Markey (ex-Brodie/Leech 3-litre Capri) and Mark Hales (ex-PMG Rover) emerging at the head of the field in the absence of Chuck Nicholson's complex ETC Mazda RX7 which, it seems, may not reappear in this ostensibly 'clubmans' category. Roger Andreason's ART-Jaguar XJ6 is still not ready but Derrick Brunt's Vauxhall Magnum and the Autocavan 'SuperGolf' of Geoff Thomas both proved capable of pressuring the leaders.

John Connell's new Talbot Sunbeam, Nick Staveley's ex-McMillan Capri and Chris Sims's Viva also created a lot of interest and variety in the 1301-4000cc class while Steve Soper's very quick McCain Metro shattered the division record before a recurrent oil system problem put it out. Although less well subscribed the smaller classes also provided spectacular racing.

Soper's interesting Metro.

New Dunlop Stars?

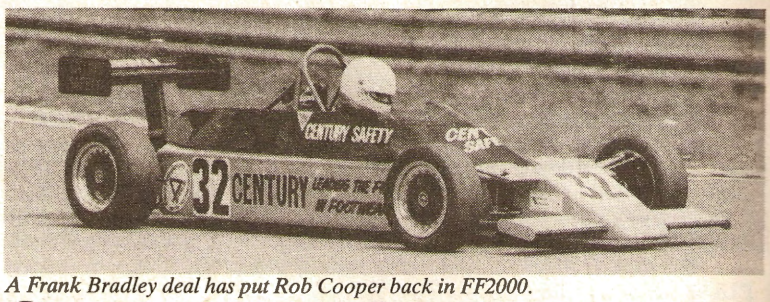
The Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship continues to provide novice racing at its very best with five different winners emerging from the first six rounds. The past fortnight has seen the trail move to Castle Combe and Silverstone where Kevin Haddock (Sparton) and Andy Middlehurst (Van Diemen) have been in the winner's circle, Andy becoming the first driver to win two rounds following his victory in the wet at Brands last month. The St Helens Datsun dealer's son now heads the points table by nine points from Haddock, Paul Mather (Royale) and John Penfold (Van Diemen).

Recipients of the special AUTOSPORT awards at the past two championship counters are Haddock and series newcomer Alan Gates who drove superbly at Combe and Silverstone respectively. Kevin, from Colchester, did a little bit of sports car racing before turning his hand to FF1600 with a Van Diemen RF79 last year. Running under Barry Chaplin's wing he finished eighth in the 1981 Dunlop-AUTOSPORT championship before buying a new Sparton chassis for 1982. The underrated Haddock is driving with increasing confidence now as testified by his neat victory in Wiltshire.

Alan Gates's achievement at Silverstone—where he finished third—was all the more remarkable as it was his first ever circuit race. The 23-year-old from Stevenage does have 13 years of karting from which to draw experience but his mastery of Neil Myers's Royale RP29 which he borrowed after two test sessions in the car was most impressive. Gates, the reigning Green Man karting champion, finished sixth in the 1980 World championships at Nivelles in Belgium where he diced with, and was nerfed by, Ayrton da Silva the current FF2000 sensation. Alan nursed his overheating Royale through the group pursuing Haddock and Middlehurst with confident and clean manoeuvres. A fine display. He is now looking forward to complete the FF1600 season and is desperately re-doubling his sponsorship hunting

Alan Gates — Silverstone star.

DUNLOP Autosport STAR OF TOMORROW FF CHAMPIONSHIP



A Frank Bradley deal has put Rob Cooper back in FF2000.

Centurion Cooper

Rob Cooper returned to the FF2000 fray at Mallory Park last Sunday, driving a new Van Diemen RF82 supported by the Century Footwear division of Uniroyal-Tredaire. "Without Frank Bradley, I wouldn't be racing any more," asserted a most grateful Cooper, "because he found me the sponsor. If it wasn't for him, I'd still be doing the wall-papering at home!"

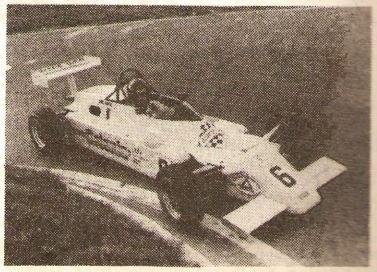
The new car was picked up only on the Friday prior to last weekend, just in time for Cooper to do a handful of testing laps at Snetterton. On Sunday, though, Cooper professed himself "really pleased" with the car and, after playing himself in during the wet practice session, started from pole position for the qualifying race. The High Wycombe man duly won that race and then tigered up through the field in the Pace Championship event to claim a most worthy sixth place. "I'm sure there's quite a bit more to come, too," he forecast afterwards.

FF2000: all change

Following the collapse of Race Car Services recently, the team's two FF2000 drivers have both found rides with other teams. Australian Colin Jack has joined the Swallow-Pilbeam set-up, while reigning RAC British Hillclimb champion James Thomson has bought a new Van Diemen and has arranged for former FF2000 front-runner Peter Morgan to prepare the car.

Morgan also looks after Nigel Corry's CCI Corry Mills RF82, and both cars looked typically immaculate last weekend. Thomson rather blotted his copybook by over-sleeping drastically and completely missing his practice session, although he ran strongly in the qualification race to take third from the 10sec mark and then worked his way up to eleventh in the main race.

Thomson — new Van Diemen.



Warner up front

One young man to have shown a good deal of promise in recent weeks is Guildford's Kevin Warner. Driving an unfancied Sark, the 17-year-old schoolboy has already recorded one win and looked particularly impressive in last Sunday's BP 'Superfind' round at Mallory Park.

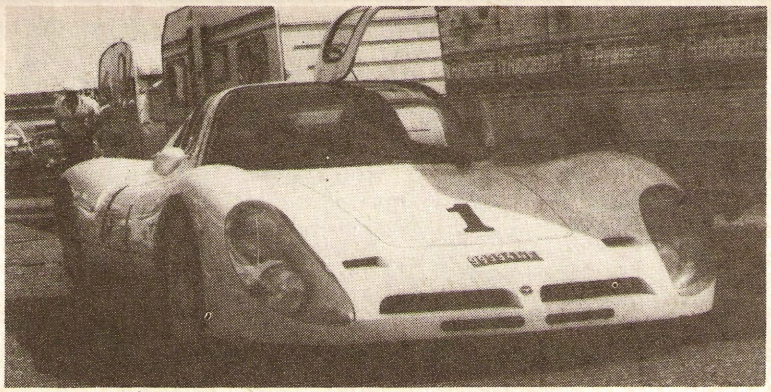
Warner's mount last weekend was an old Sark kindly loaned for the weekend by Mike Boyd-Maunsell's Mithril Racing team to replace his normal car which was crashed recently. Even though Warner found the car "much more twitchy" than his regular long-wheelbase chassis he still looked good. Sark Racing's James Howe, who looks after Warner's car rates the youngster very highly and thinks that he should be a proper front-runner by the end of the year. "I'd even be prepared to stake some money at him at the Festival," proferred Howe.

Sark's latest car, incidentally, a further development of the Macleod brothers' original design, should be ready in a couple of weeks.

Neil Myers promising

Dunlop 'Star of Tomorrow' graduate Neil Myers has been showing very good form recently in the Penistone Hardmetals Van Diemen RF82. Having started the season with the Swallow-Pilbeam, Myers joined the Penistone team for the recent Oulton Park round and was immediately quicker than the team's regular driver Russell Spence. That trend was continued at Mallory last Sunday, where Myers finished a very good fourth. Interestingly, early in the race, Myers waved Spence through under braking for the hairpin. "Yes, well Penistone have been very good to me and Russell is still their number one driver . . ."

Just one lap later, Spence eliminated himself from the leading group when he ran into Tim Davies's Royale at the same corner, so Myers nipped gratefully back through. At the moment, Myers is sure of only one more race with the team, although he is currently searching for some support to enable him to continue.



David Piper was unable to race his Bizarini 910 in Holland.

Bizzarini Porsche 910

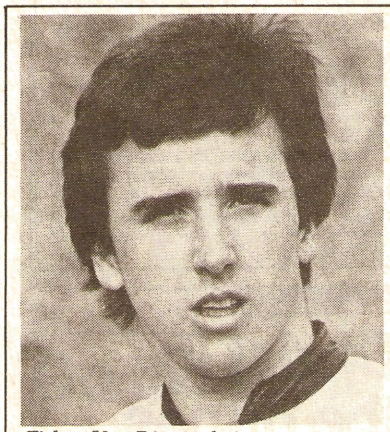
While he was down in Italy last month having the engines of his Ferrari P4 and 275LM rebuilt following the mechanical carnage at Montlhery, David Piper bought the unique Bizzarini-bodied Porsche 910 which used to be owned by Ennio Bonomelli and is fully-equipped for road use.

Piper wanted the car "for a bit of fun" and spent a couple of weeks in Italy putting it into pukka racing trim. Lightweight bonnet and boot panels were fabricated as were additional cooling ducts while the clutch was modified and overhauled. David trailed the Porsche to Zandvoort at Whitsun (with the LM for Richard Attwood) and intended to race the 910 himself if it could be made to handle reasonably well on compromise settings.

Aided by his capable young mechanic Gary Pearson, Piper tested the pretty machine round the streets of Zandvoort town on the eve of the Super Sports race but rear end instability at "high speeds" did not inspire confidence. Some tail flaps were made to compensate for this weaving but to no avail. The Porsche was withdrawn after one lap of a special qualification session. David is looking forward to driving the car in anger, once it has been properly set up on proper racing rubber rather than the road-pattern Pirelli P7s on which it ran in Holland.

RP31 pair

Hinckley pair Rod Gretton and Chris Farrell again showed well in Sunday's 'Champion of Mallory' FF1600 round at Mallory Park, their identical Royale RP31Ms displaying allegiance this time to locally-based JM Sugden Transport. For the next race they will be backed by Industrial Funding Trust. Both cars are prepared usually by Grahame Tilley,



Fish — Van Diemen bait.

Fishing for form

Recent rounds of the Pace British 2000 Championship have seen several drivers switch their allegiance to Ralph Firman's excellent Van Diemen RF82 car, none more successfullly than Clavin Fish. The talented young Norfolk driver took his Polycon Packaging car to an excellent debut win at Oulton recently and has also ran well subsequently at both Brands Hatch and Mallory Park, despite starting the most recent race from the fourth row after a troubled wet practice.

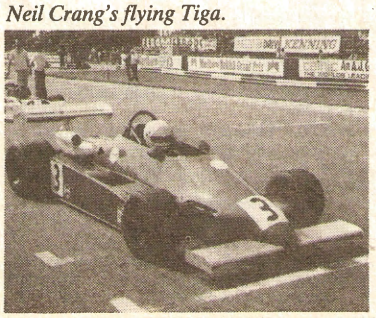
Ivor's Atlantic Tigas

Ivor Goodwin Racing has taken over the running of the works Tiga Formula Atlantic team with effect from Sunday's British championship round at Silverstone. Goodwin, himself a former saloon and sports car racer, has run an FF2000 team for the past couple of seasons and ventured into Atlantic with Colin Lees's Argo last year. The Bottesford team was looking towards the British F1 championship this season — their name was linked with Mark Thatcher's much-publicised plans to take part — but Ivor is delighted to have forged an association with Howden Ganley's Tiga operation.

The Goodwin Racing transporter disgorged the regular pair of Tiga FA82 chassis at Silverstone, John Sheldon's car being the ex-Ian Taylor FA81/82 prototype and Neil Crang's a production version. Ivor admitted that his men had had very little time to fettle the cars prior to the meeting and that Sheldon's was "rather tired". Nevertheless both drivers figured prominently in the event, Sheldon despite the loss of one practice session.

Crang, looking much more confident on his third single-seater outing, did very well to qualify third behind Alo Lawler and Ian Flux but spent much of the race recovering ground lost when the car refused to leave the line cleanly. Neil's best lap was just 0.2s away from Lawler's fastest tour although he spun into retirement at Woodcote in his anxiety to catch Sheldon, Mike Catlow (Ralt) and Duncan Bain (March) on lap 10. Sheldon held on to third place throughout.

Neil Crang's flying Tiga.



Briefly . . .

● Sponsorship Promotions of Kensington are sponsoring the opening round of the RAC FF1600 championship at Silverstone this weekend. Four works Van Diemens, the quick Royales of Rick Morris, Johns Village and Booth, Richard Owen's Reynard trio and the Lolas of Julian Bailey and Mark Peters head the entry.

● A new Sports 2000 chassis from the pen of Steve Harvey is due out in Sunday's British S2000 championship round at Silverstone. Harvey did much of the design work on the original Tiga S2000 cars in 1977 and has been threatening to bring out his own Harvey HR4 for the past couple of seasons.

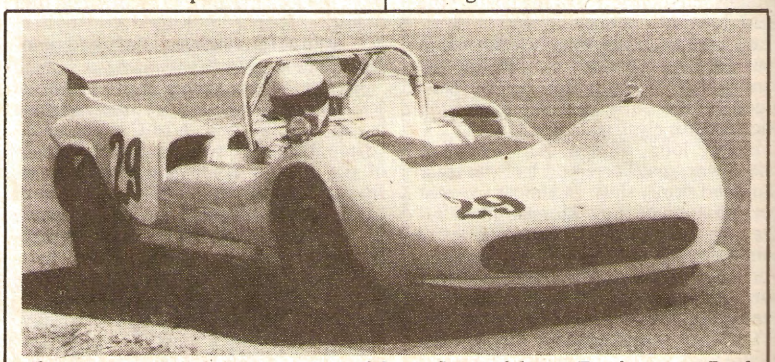
● The Gates-Varley Monoposto championship is looking particularly strong this year and Sunday's Snetterton entry enchances this trend. Leading contenders in the modified class are the Marches of Terry Mills and Kenny Stone, John Bryning's Jovis, David Proctor's fine Brabham BT38, George Whitehead's interesting WRA, Craig Dennis's Lotus 69 and Geoff Jackson's Modus M1. Francis Phillips heads the FF1600-engined class.

● ASCAR sponsor Brian Sheridan of Southern Mechanical Handling Ltd, importers of Bobcat machinery, has bought Jim Mensley's rapid Chevrolet Camaro and is planning to contest next year's series with the car. Mensley will continue to drive the Chevvy for the remainder of the 1982 season when it will be reliveried in Bobcat/SMH colours. Sheridan's company also supports the Boss Mustang of Anthony Wolfe which finished fourth behind Mensley, Ricky Fagan and John Fletcher (Camaros) at Donington recently.

● Latest clubmans ace Will Hoy qualified for his National Racing licence at Donington over the Bank Holiday weekend with a fifth win in six starts — Creighton Brown pipped him at Silverstone on the other occasion. The ex-superkart star's mentor Hugh Chamberlain summed Hoy's graduation as follows. "It was due to an exceptional engine powered by quantities of Charles Reid's wines (Will's sponsor) and had nothing whatsoever to do with his talent!" An interesting theory . . .

● Nuneaton's Richard Booton who has campaigned Image and Van Diemen chassis in FF1600 for two or three years is due to drive John Kirkpatrick Racing's March 81S S2000 this weekend.

● Apologies to Tony Brown who actually owns the Martin-Vega BM16 which Alan Cox ran at Gurston Down a fortnight ago. The Harrison driver was, apparently, loaned the car for the meeting but has not taken it over.



Charles Agg made in his International Super Sports debut at Zandvoort on Bank Holiday Monday with his newly rebuilt McLaren M1B/C, showing great verve at the wheel during the race prior to a spin. The Effingham Park-based car was given an Atlantic Computer series airing at Thruxton and a couple of Goodwood test sessions before the Dutch trip. Agg, who has raced an AC Cobra to date, has adapted to the Mclaren very quickly, qualifying an excellent seventh on his first continental trip. 'Spiderman' (just look at that helmet livery!) is now planning to compete in the Norisring Super Sports race on June 26.

International Races

ZANDVOORT EURO F3

Fourth Oscar

Another controversial accident between Martini 'team-mates' Alain Ferté and Philippe Alliot enabled Oscar Larrauri to pull away to another clear victory in the Zandvoort Euro Formula 3 round on Monday, May 31. The Argentine has now finished all seven rounds in either first or second position and so holds a commanding lead in the points table.

In practice, Ferté managed to claim pole position with his Martini MK37, just 0.09s faster than Larrauri's best in his Marlboro Euroracing 101. He, in turn, was 0.1s quicker than team-mate Emanuele Pirro, Paulo Pavanello's two Euroracing cars once again running fast and consistently during qualifying.

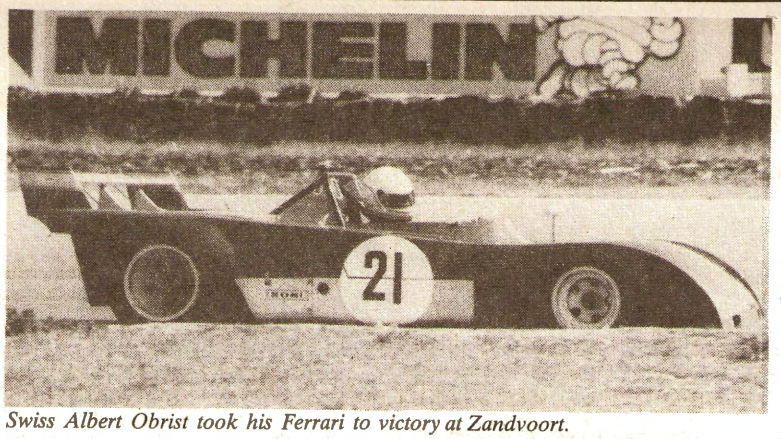
Paolo Giangrossi maintained his recent improvement to set fourth best time in his Ralt-Alfa, just ahead of the Volkswagen powered RT3 of Dane John Nielsen. Phillippe Alliot's Martini, which still does not have the same latest modifications as team-mate Ferté's car, qualified sixth ahead of Didier Theys, who found his engine way down on power. A new Alfa Romeo unit was installed for the race. Gero Zamagna once again showed well in the Anson, running the same type of Yokohama tyres that James Weaver had used at Donington, while Swiss Denis Morin (Bertram Schafer Racing Ralt) and Cor Euser (Barron Racing Ralt) completed the top ten.

By the end of the first lap of the race, the two Euroracing cars had already established themselves at the head of the field, Larrauri, as usual, ahead of Pirro. Ferté and a fast-starting Alliot made it four Marlboro-backed cars in the top four places, this situation having been aided by the early retirement of John Nielsen with electrical failure.

Before long, though, Alliot tried to find a way past Ferté and had the door slammed firmly shut. In almost a repeat performance of their Monaco incident, the two cars clashed, Ferté's Martini cannoning off into Pirro's Euroracing. Ferté and Pirro found their cars too badly damaged to continue, while Alliot resumed in fifth.

Larrauri was therefore left with a secure lead, while Giangrossi, Theys and Morin gratefully took over the other leading positions in the absence of the Martinis, with Zamagna gaining another European championship point for Anson with sixth in his Funkberater-supported car.

WOLFGANG MONSEHR



Swiss Albert Obrist took his Ferrari to victory at Zandvoort.

ZANDVOORT (NL)
May 31
European Formula 3 Championship, round 7
22 laps — 58.124 miles

1, Oscar Larrauri (Euroracing-Alfa Romeo 101), 34m 08.83s, 102.13mph;
2, Paolo Giangrossi (Ralt-Alfa Romeo RT3), 34m 15.03s;
3, Didier Theys (Martini-Alfa Romeo MK37), 34m 21.21s;
4, Denis Morin (Ralt-Toyota RT3), 34m 25.98s;
5, Philippe Alliot (Martini-Alfa Romeo MK37), 34m 26.58s;
6, Gero Zamagna (Anson-Toyota SA3C), 34m 52.38s; etc.

Fastest lap: Larrauri, 1m 32.22s, 103.14mph.
Championship points: 1, Larrauri, 54; 2, Alain Ferté (Martini), 28; 3, Emanuele Pirro (Euroracing), 25; 4, Theys, 24; 5, Giangrossi, 12; 6, James Weaver (Ralt), 9; etc. **Next round:** Jun 13, Silverstone.

ZANDVOORT

Obrist in the dunes

The international Super Sports contingent moved to the beautiful Dutch seaside resort of Zandvoort over the Bank Holiday weekend to provide a major attraction at the 'Whitsuntide Races'. Due to an eleventh hour breakdown in sponsorship negotiations with a local sponsor Pace Petroleum stepped in with generous backing to make the event a major success.

Two brief qualifying sessions on Saturday determined the grid for Monday's 12-lap race. Swiss Ferrari collector Albert Obrist brought out the more successful of his two 312Ps this time (chassis 0888) and annexed pole in the ex-Ickx/Redman chassis, the only car to beat the 1m 40s barrier. Alongside the most modern machine in the field sat the oldest, Richard Knight's Sogitec McLaren M1B, run by ex-Tyrrell F1 man John Dabbs.

Brother Mike, fastest in the morning session, dropped to fourth when a front brake caliper came adrift after lunch (when Richard Attwood was at the wheel of the T70 as the loaned David Piper Ferrari LM had yet to arrive) and shared his row with Moss in the rapid Lester Owen-prepared SMART Chevron B8. With a Formula Atlantic BDA unit installed in place of his blown Hart 420R, Stirling was impressively quick to relearn the circuit although some laps on Friday in one of the locals's Sports 2000 aided his cause.

The next quickest under 2-litre car, Richard Thwaites's National Breakdown Chevron B6 sported a newly rebuilt Racing Fabrications Lotus/Ford twin-cam engine for the event and was 2secs adrift of Moss's best while Nigel Hulme's Spectra Chemicals Lola T70 Spyder was just starting to go quickly in the afternoon when another rocker stud sheared leaving the Home Tune crew with a race morning overhaul.

Searing heat on race day meant a comparatively small audience but they were rewarded by a splendid spectacle.

The Knight brothers rocketed away from the line, outdragging Obrist who was swamped also by Ted Williams (March), Thwaites and Moss into Tarzan. Williams, who lined up ninth used his sprint and hillclimb experience brilliantly at the lights, circumnavigating first Hulme and Friend (who touched as Nigel missed second gear) and then all bar the leading pair.

Obrist found a way round the massive March 707 on lap 3 and Hulme — driving forcefully with a cracked rear wheel rim on the blue Lola — worked his way swiftly past Moss to join the breakaway party with the Knights still at its head.

Two laps after he demoted Mike Knight's Pace Lola, the Swiss was with Richard who put up greater resistance. Even the Winfield school director had to give best to the Ferrari driver though but not before a couple of heart-stopping outbraking manoeuvres in retaliation for the red car's advance had put spectators on their feet.

Poor Williams lost a fine fourth place when the oil pressure took a dive, the March coasting home to the pits to join the Nomad and Horne's McLaren with a further oil leak.

Obrist's wailing 312P pulled out 5s over Richard Knight by the flag with Richard another 13s in arrears but the fight for fourth place was much closer. Moss and Thwaites were inseparable for the last nine laps with Richard getting the advantage at mid-distance. Stirling never gave up though and, while passing Hulme's brakeless and clutchless Lola, he caught his adversary. Moss whittled away at the minute deficit and whipped out of Thwaites's slipstream to steal the place on the line.

MARCUS PYE

ZANDVOORT (NL)
May 31
Pace Petroleum International Super Sports Championship, round 2,
12 laps — 31.7 miles.

1, Albert Obrist (3.0 Ferrari 312P), 20m 25.09s, 93.16mph;
2, Richard Knight (5.0 McLaren-Chevrolet M1B), 20m 30.73s;
3, Mike Knight (5.0 Lola-Chevrolet T70 Mk3B GT), 20m 43.62s;
4, Stirling Moss (1.6 Chevron-BDA/Swindon B8), 20m 57.78s;
5, Richard Thwaites (1.8 Chevron-Lotus/Racing Fabrications tc B6) 20m 58.17s;
6, Nigel Hulme (5.0 Lola-Chevrolet T70 Mk3 Spyder), 21m 33.46s;
7, Richard Attwood (4.0 Ferrari 275LM), 21m 37.96s; 8, John Piper (4.5 Porsche 917K), 21m 39.02s; 9, Bernd Becker (2.0 Porsche 910), 21m 39.61s; 10, Tony Gordon (2.0 Chevron-BMW B8), 11 laps; etc.

Fastest lap: Obrist, 1m 39.86s, 95.24mph.

KYALAMI

Martin's lottery

A sharp shower of rain turned what looked like being a Trevor van Rooyen benefit into a complete lottery at Kyalami on May 31. The Rackrite Lant RR4 driver was heading towards a fine victory in the Sigma Formula Atlantic championship race, having drawn well clear of his pursuers, but he was one of many drivers to be caught out by the sudden change of conditions and eventually crashed heavily.

Van Rooyen at least had the consolation of having set a new lap record before the rain came and it was he who qualified on pole position, just 0.3s faster than Graham Duxbury's March.

At the start, though, both men were beaten away by Bernard Tilanus and the reigning champion proved a most difficult man to pass. Van Rooyen made his break on lap 2, Tilanus having missed a gear on the main straight, although Duxbury was not so lucky and his main rival simply powered away into the distance.

After several abortive attempts to pass, Duxbury lunged to the inside at the Esses on lap 11, but Tilanus saw him coming and tried to shut him out. Briefly, the two cars touched, and then spun, Duxbury narrowly avoiding the armco but being forced out of the race with a broken steering arm.

Soon afterwards, an unscheduled, mid-winter rainstorm caused all kinds of havoc. Tilanus relinquished his hard-fought second place, his car being somewhat unsettled after its earlier incident and he left the track on four subsequent occasions before claiming a distant fifth place! Surprisingly, considering his dominance at another wet Kyalami race earlier in the year, van Rooyen was also caught out by the conditions, and so Tony Martin nipped through to take the spoils.

COLIN WINDELL

KYALAMI (ZA)
May 31
Sigma South African Formula Atlantic Championship, round 7
18 laps — 45.09 miles

1, Tony Martin (Maurer-Mazda MM81), 25m 41.4s, 107.19mph;
2, André du Plessis (March-Mazda 77B), 26m 16.3s;
3, Roy Carr (March-Mazda 79B), 26m 18.6s;
4, Brian Ferris (March-Mazda 77B), 26m 24.7s;
5, Bernard Tilanus (March-Mazda 78B), 26m 49.0s;
6, Peter Haller (Haller-Mazda), 27m 16.6s; etc.

Fastest lap: Trevor van Rooyen (Lant-Mazda RR4), 1m 19.12s, 116.02mph **(record).**
Championship points: 1, van Rooyen, 90; 2, Martin, 76; 3, Graham Duxbury (March) 42; Tilanus, 32; 5, Ferris, 24; 6, Carr, 21; etc. **Next round:** Jun 26, Kyalami.

NÜRBURGRING

Ralts rule the 'Ring

A combined VW/Castrol Formula Super Vee and non-championship Formula 3 race at the Nürburgring on May 30, supporting the World Endurance Championship race, saw Ralt cars take the spoils in both categories.

The two events were run at the same time but with separate grids starting 3 mins apart on the long and demanding Eifel-land circuit. Of the Super Vees, Austrian Walter Lechner again qualified his Emco Motorsport RT5 on pole position, flanked by Belgian Marc Duez in his similar Belgian VW Club car.

As expected, Lechner and Duez took off into the lead, immediately drawing away from the rest of the field. Behind, a super dice took place between Rudi Niggemeier (Martini), Michael Kahnt (Ralt) and the two Britons, Ed Jones (Shannon) and Bill Burley (Argo).

For most of the race, Lechner was able to hold a slight advantage over Duez, something in the order of 2secs, although the Austrian's Ralt then picked up a slow puncture on the final lap and Duez began to close in again. Down the long straight leading to the final chicane on the last lap, the two cars were absolutely nose-to-tail and it was Duez who emerged first to take the flag a scant 0.16s to the fore.

Almost 1min back, in third place, came Niggemeier, who managed to pull slightly away from Kahnt in the second half of the race. Burley followed very closely in fifth place, despite having no front brakes, but Jones was forced out of the race with suspension failure following an earlier brush with Kahnt's Ralt.

In the accompanying Formula 3 race, Swiss driver Bruno Eichmann repeated his form from Salzburgring the previous weekend and finished well clear of Swede Thorbjorn Carlsson in a similar Ralt.

NÜRBURGRING (D)
May 30
VW/Castrol
European Formula Super Vee
Championship, round 4
5 laps — 71 miles

1, Marc Duez (Ralt-Speiss RT5), 39m 48.59s, 107.01mph;
2, Walter Lechner (Ralt-Brabham RT5), 39m 48.75s;
3, Rudi Niggemeier (Martini MK35), 40m 46.34s;
4, Michael Kahnt (Ralt-Speiss RT5), 40m 55.21s;
5, Bill Burley (Argo-Brabham JM12), 40m 56.29s;
6, Henry Clever (March-Speiss 79SV), 41m 25.86s; etc.

Formula 3 Race
5 laps — 71 miles

1, Bruno Eichmann (Ralt-Toyota RT3), 39m 37.80s, 107.49mph;
2, Thorbjorn Carlsson (Ralt-Toyota RT3), 39m 54.41s;
3, Josef Kaufmann (Martini-Toyota MK37), 40m 01.86s;
4, Thomas von Löwis of Menar (March-Alfa Romeo 813), 40m 10.93s;
5, Uwe Teuscher (March-Toyota 793), 40m 33.71s;
6, Hans-Peter Pandur (Ralt-Toyota RT3), 40m 51.36s; etc.

LIME ROCK IMSA

Fitz the bill

John Fitzpatrick is really making his presence felt in the Camel GT series at present. Following his recent win at Mid-Ohio, the Englishman again took maximum points at Lime Rock Park on May 31, leading from flag-to-flag.

Just before the end, the former champion received a bit of a scare when his fuel warning light flicked on, but Fitz by that time had pulled out a safe cushion of almost a whole lap from John Paul Jnr's Lola.

One lap down, Ted Field brought his Interscope Lola into third place, followed by team-mate Danny Ongais after an unscheduled stop to clear oil from his Lola's windscreen.

STEVE POTTER

John Fitzpatrick — another win.

LIME ROCK (USA)
May 31
IMSA Camel GT
Championship, round 8

1, John Fitzpatrick (3.0 Porsche 935 K4), 1hr 00m 9.319s, 105.33mph;
2, John Paul Jnr (5.7 Lola-Chevrolet T600), 1hr 00m 41.224s;
3, Ted Field (5.7 Lola-Chevrolet T600), 68 laps;
4, Danny Ongais (5.7 Lola-Chevrolet T600), 66 laps;
5, John Paul Snr (3.2 Porsche 935), 65 laps;
6, Del Russo Taylor (5.7 Chevron-Buick), 63 laps; etc.

Fastest lap: Fitzpatrick, 49.54s, 11.183mph **(record).**

WUNSTORF IGRC/F3

Petrol problems

International German Racing Championship leader Bob Wollek looked set for his third successive win with Reinhold Jöst's Porsche 936J at Wunstorf last Sunday, only to be slowed in the final few miles when his car ran out of petrol. As in the World Endurance Championship for Group C cars, fuel is limited to 100 litres and Wollek's pace in the early laps was such that he ran out shortly before the finish, although he managed to coast across the line in second place behind Rolf Stommelen's Kremer Porsche 936, which duly scored its first win of the year.

The two Porsches had both been cleared earlier in the weekend by the German governing body after a protest about the car's tail lengths, although the engine in Stommelen's car is still waiting to be stripped down for inspection. As usual, these two dominated the proceedings, not even the Turbo Zakspeed Capris of Klaus Ludwig and Klaus Niedzwiedz being able to keep up.

Ludwig took third place at the end, though, over 30secs behind the winner, while his team-mate was forced to retire after 18 laps with a broken gearbox.

Fortunately, the accompanying German Formula 3 Championship round turned out to be a good deal more exciting. Bruno Eichmann (Ralt-Toyota) and John Nielsen (Ralt-VW) qualified on the front row and enjoyed a thrilling battle for the lead which saw the lead change hands several times during the 10-lap race around the fast, airfield circuit.

Into the final lap, Eichmann held the upper hand, but Nielsen was still breathing down his neck and by dint of arather ungentlemanly manoeuvre at the final chicane, just before the finish line, the Dane forced his way past the unfortunate Swiss. Nielsen's win therefore slightly extended his series lead.

WOLFGANG MONSEHR

WUNSTORF (D)
Jun 6
International German Racing Championship, round 6
33 laps — 103.55 miles

1, Rolf Stommelen (2.1 Porsche 936K tc), 59m 59.95s, 103.55mph;
2, Bob Wollek (2.1 Porsche 936J tc), 1hr 00m 05.22s;
3, Klaus Ludwig (1.7 Ford Capri tc), 1hr 01m 32.89s;
4, Volkert Merl (2.1 Porsche 908/3 tc), 32 laps;
5, Gianpiero Moretti (3.2 Porsche 935 K4), 32 laps;
6, Kurt Lotterschmid (3.5 Lotec-BMW M1C), 31 laps;

Fastest lap: Stommelen, 1m 42.06s, 110.69mph.

German Formula 3
Championship, round 4

1, John Nielsen (Ralt-Volkswagen RT3), 18m 43.99s, 100.50mph;
2, Bruno Eichmann (Ralt-Toyota RT3), 18m 51.15s;
3, Gerhardt Berger (Martini-Alfa Romeo MK37), 19m 01.92s;
4, Helmut Bross (Ralt-Toyota RT3), 19m 05.23s;
5, Hans-Peter Pandur (Ralt-Toyota RT3), 19m 07.66s;
6, Peter Wisskirchen (Ralt-Toyota RT3), 19m 15.02s;

Fastest lap: Nielsen, 1m 50.45s, 102.28mph.

CHARLOTTE (USA)
May 26
Robert Bosch/VW Super Vee
Championship, round 2
28laps — 57.3 miles

1, Mike Andretti (Ralt RT5), 40m 03.23s, 85.83mph; 2, Oma Kimbrough (Ralt RT5); 3, Mike Miller (Ralt RT5); 4, Rick Talbot (Ralt RT5); 5, Greg Atwell (Ralt RT5); 6, Gerry Knapp (Ralt RT5); etc.

DETROIT FSV

On the right track

Saturday's Robert Bosch/VW race supporting the Detroit Grand Prix brought a surprise victory for the *On Track* magazine sponsored Ralt RT5 of Jerrill Rice.

Jamaican Peter Moodie impressed during practice to claim pole position in his similar Ralt but he was out of luck in the race when gearbox failure forced him out on the very first lap. Fellow front-row man Ed Pimm took up the running—also Ralt-mounted, of course — although he was soon passed by Mike Andretti in the STP-Ralt, up from a position on the third row alongside Rice, who was also moving up well in the wet conditions.

Pimm however, was suffering brake balance trouble and he eventually clipped one of the walls, forcing his retirement, so this left just Andretti and Rice to battle it out, although 19-year-old Canadian Davey Jones went well to close up on these two before being forced out with electrical failure.

On lap 8, Rice moved past Andretti, who gave stern chase before making an error and spinning. Sadly, he was unable to restart the car, so Rice took an untroubled victory, well clear of Gerry Knapp's Ralt.

GORDON KIRBY

DETROIT (USA)
Jun 5
Robert Bosch/VW Super Vee
Championship, round 3
24 laps — 62.16 miles

1, Jerrill Rice (Ralt RT5), 1hr 2m 2.158s, 57.9mph;
2, Gerry Knapp (Ralt RT5);
3, Mike Rosen (Ralt RT5);
4, Paul Barnhart (Ralt RT5);
5, Brad Murphey (Ralt RT5);
6, Mike Miller (Ralt RT5);

MOSPORT PARK CAN-AM

Whit on Sunday

While Britain sweltered amidst a heatwave last weekend, Canadians at Mosport Park had to put up with low cloud and intermittent rain for the SCCA's double-header CanAm and Formula Atlantic events. The single-seater race saw Californian Whit Ganz triumph in his Rainbow Racing Ralt after early leaders Norm Hunter and Tim Coconis both hit trouble, while the CamAm feature had to be halted after 51 of the scheduled 60 laps due to a heavy shower. Al Unser Jnr's Frissbee again took the spoils.

The CanAm race saw Al Holbert take off into the lead with the VDS car, having taken over the drive from Patrick Tambay, although he remained under pressure from the pole-winning Frissbee of Al Unser Jnr. Soon, however, Holbert's engine began misfiring, while John Morton's Frissbee was also in trouble with engine failure after 5 laps, dropping him out of fourth place.

Unser worked his way through into the lead on lap 8, soon to be followed by Danny Sullivan's Newman Racing March. On lap 19, Holbert pitted and retired the car with failing oil pressure.

At this stage of the race, the track was dampened by one of several light showers and Unser was able to make full use of the grooved slick tyres that his team had judiciously fitted, while Sullivan's job was made even more difficult by fading brakes.

After their second mandatory pitstop, Unser led quite comfortably and this was how the race ran to a close, the chequered flag being shown early when the circuit became particularly wet. Into third place, then, came the reliable and beatifully driven Marguey (actually a Tony Cicale-bodied March 78B) of Bertil Roos with Jacques Villeneuve claiming fourth on a one-off outing in a 2-litre Lola. In all, not a great race, although at least there had been a healthy field of 26 cars to keep the good-sized crowd amused.

MARC SPROULE

MOSPORT PARK (CDN)
Jun 6
Budweiser 7/11 CanAm
Championship, round 2
Shortened to
51 laps — 125.41 miles

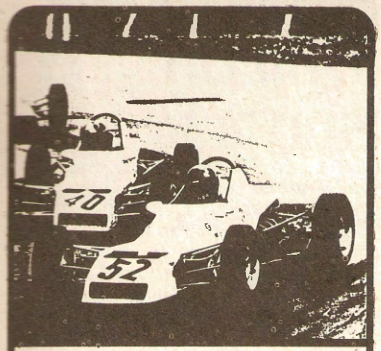
1, Al Unser Jnr (5.0 Frissbee-Chevrolet), 1hr 08m 11.367s, 110.35mph;
2, Danny Sullivan (5.0 March-Chevrolet 827), 1hr 08m 48.522s;
3, Bertil Roos (2.0 Marguey-Hart BDA), 49 laps;
4, Jacques Villeneuve (2.0 Lola-Ford BDA T296), 48 laps;
5, Rex Ramsey (5.0 Lola-Chevrolet T530), 48 laps;
6, Jim Trueman (2.0 Cicale Ralt-Hart RT1), 48 laps;

Fastest lap: Sullivan, 1m 14.540s, 118.76mph.

North American
Formula Atlantic
Championship, round 3
40 laps — 98.36 miles

1, Whitney Ganz (Ralt RT4), 59m 11.458s, 99.708mph;
2, Josele Garza (Ralt RT4), 59m 26.700s;
3, Mark Moore (Ralt RT5), 40 laps;
4, Dave McMillan (Ralt RT5), 40 laps;
5, Dan Marvin (Ralt RT5), 40 laps;
6, Hubert Phipps (Tiga FA82), 38 laps;

Fastest lap: Norm Hunter (Ralt RT4), 1m 18.737s, 112.43mph.



National Races

KIRKISTOWN

All Dutch to Holland

A cold wind gave the lie to the blue skies over Kirkistown for the 500 Club's third race meeting of the season on May 29. And while the racing was close — on occasions too close — there were fewer spectators in evidence than there had been at the two previous meetings.

A 12-lapper for Ford Escorts provided one of the hottest battles of the day, although the outcome is, at present, subject to official confirmation. Eric Holland and Norman Ferguson led the pack away, with Ferguson's red car leading Holland's white one at the completion of the opening lap. The situation lasted as far as Colonial on lap 2 before both cars went waltzing into the greenery, to resume their battle at the tail of the field. Up front Ian Turkington and Robert Barr spent most of the race disputing the lead, but in the closing laps they were joined by Holland and Ferguson, who sliced past to take first and second positions at the flag. When the cars returned to the paddock, the first and second place Escorts were the subject of a certain amount of official interest, eventually being sealed for further inspection.

FF1600 could well have provided the best battle of the day, but Tom Graham (Crosslé) failed to make the start after an accident in practice while a dispute over the same piece of tarmac between Alan McGarrity and David Acheson (Van Diemens) on the second lap put them both out of the running and split the field wide open, allowing Tony Murray (Crosslé 40F) to run away and win. Peter McAleer's brand new Crosslé 50F and Hugh Wilhaire's Van Diemen RF80 followed him home at the end of 15 laps.

The Sunbeam event saw John Megaw notch up his second win of the year, just pipping Stanley Coulter and Phil Sparkes, while William Suitor was a distant fourth.

For 15 torrid laps of the FF2000 race, Joe Greenan and Pat Duffy (Van Diemens) fought it out, with neither giving any quarter. At the finish it was Greenan who got his nose in front to keep his 'unbeaten this year' Kirkistown record in tact, but so close were they that both were credited with the same race time. Maurice Dunne (Van Diemen) and Harry Johnston (Crosslé 41F) followed them across the line, while fifth place was the subject of another scrap, Leslie Wright bringing his Delta T80 home by a coat of paint from the car's previous owner Dennis McGall (Crosslé 51F).

Harold Hagan started his Capri from pole in the A De Pol Production Saloon qualifier, but inexplicably spun his chances away on the opening lap. This allowed Derek Shortall to assume command from John Smith (Opel Kadett) and Frank O'Rourke (Opel Commodore) while Hagan began a determined charge through the field from the back. With just two laps to go Hagan was past the Opels into second place, but he was unable to do anything about Shortall who finished 2 secs in front.

Just for a change nine Formula Atlantic cars turned up on the day, of whom Colin Lees in the ex-Mallock Ralt RT4 was fastest in practice. he made no mistakes about running away from everybody to finish 14secs ahead of Trevor Templeton's Ralt RT1. Gary Gibson brought the 'McChevron' into third place following the demise of his old B42 in the hands of Bill Gowdy, which pulled into the pits after a handful of laps, making some very strange noises.

Joey Greenan brought the Van Diemen out for a second time and clinched the Formula Ford invitation event from Dennis McGall's pretty new Crosslé and Chris Murphy's Van Diemen. The FF1600 section went to Martin Donnelly Jnr in his Van Diemen RF81.

Finally, an Open Handicap over 10 laps saw Arthur Lockhart's Opel Kadett romp home to a win from Clare McCully's Sunbeam Ti and the Escort Sport of Herbert Hutchinson.

RICHARD YOUNG

KIRKISTOWN (GB), May 29, 500 MRCI

Ford Escorts (12 laps): 1, Eric Holland, 15m57.8s, 67.47mph; 2, Norman Ferguson, 16m02.0s; 3, Robert Barr, 16m04.8s; 4, Ian Turkington, 16m05.0s; 5, Jimmy Hamilton, 16m08.6s; 6, Michael Calvert, 16m19.4s. **Fastest lap:** Holland, 1m16.8s, 70.12mph.

Formula Ford 1600 (15 laps): 1, Tony Murray (Crosslé 40F), 16m27.0s, 81.85mph; 2, Peter McAleer (Crosslé 50F), 16m28.8s; 3, Hugh Wilhaire (Van Diemen RF80), 16m 35.2s; 4, Martin Donnelly (Van Diemen RF81), 16m38.0s; 5, Guy Cooke, (Crosslé 45F), 16m49.2s; 6, Fenton Parsons (Crosslé 50F), 16m52.4s. **Fastest lap:** Murray, 1m03.8s, 84.41mph.

Tablot Sunbeams (12 laps): 1, John Megaw, 15m29.6s, 69.52mph; 2, Stanley Coulter, 15m30.8s; 3, Phil Sparkes, 15m33.6s; 4, William Suitor, 15m42.0s; 5, David Blair, 16m00.8s; 6, Richard Young, 16m08.0s. **Fastest lap:** Megaw and Coulter 1m16.2s 70.68mph.

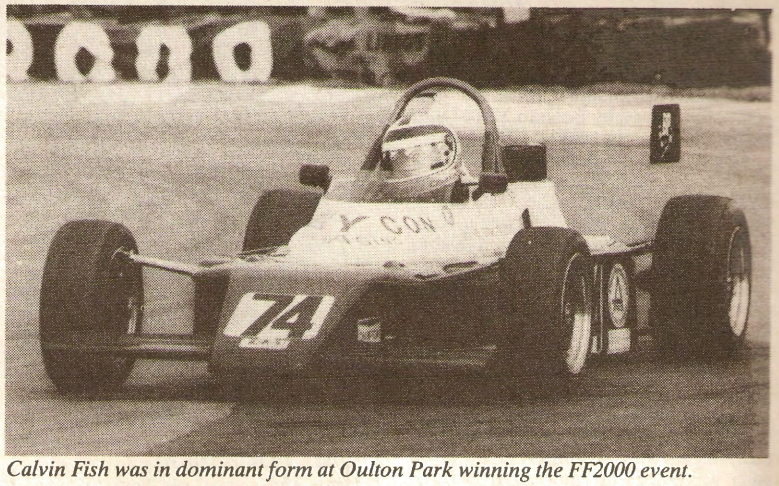
Formula Ford 2000 (15 laps): 1, Joe Greenan (Van Diemen RF82), 15m 31.0s, 86.77mph; 2, Pat Duffy (Van Diemen RF81), 15m 31.0s; 3, Maurice Dunne (Van Diemen RF81), 15m39.4s; 4, Harry Johnston (Crosslé 41F), 15m42.8s; 5, Leslie Wright (Delta T80), 15m43.6s; 6, Dennis McGall (Crosslé 51F), 15m43.6s. **Fastest lap** Duffy 1m00.0s 89.76mph.

Production Saloons (12 laps): 1, Derek Shortall (3.0 Ford Capri), 14m58.8s, 71.90mph; 2, Harold Hagan (3.0 Ford Capri), 15m00.4s; 3, John Smith (2.0 Opel Kadett), 15m07.6s; 4, Frank O'Rourke (3.0 Opel Monza), 15m12.4s; 5, Eddie Regan (2.0 Ford Escort RS2000), 15m 13.0s; 6, Phil Sparkes (1.6 Sunbeam Ti), 15m 34.4. **Class winners,** Shortall, Sparkes and Ivan Thompson (1.3 Alfasud). **Fastest lap:** Hagan, 1m13.2s, 73.57mph.

Formula Atlantic (15 laps): 1, Colin Lees (Ralt RT4), 14m05.2s 95,58mph; 2, Trevor Templeton (Ralt RT1), 14m19.0s; 3, Gary Gibson (Chevron B54), 14m 32.2s; 4, Pat Mooney (Chevron B39), 15m17.8s; 5, Tony Shinner (Chevron B39), 14m10.0s. No other finishers. **Fastest lap:** Lees, 55.6s, 98.86mph.

Formula Ford Invitation. (10 laps): 1, Joe Greenan, 10m 25.0s, 86.17mph; 2, Dennis McGall, 10m25.4s; 3, Chris Hurphy (Van Diemen RF82), 10m28.2s; 4, Tommy Reid (Crosslé 51F), 10m36.2s; 5, Leslie Wright, 10m42.8s; 6, Harry Johnston, 10m45.8s. **Class winners;** Greenan and Martin Donnelly (Van Diemen RF81), 80.49mph. **Fastest lap:** Greenan, 1m01.2s, 88.00mph.

Open Handicap (10 laps): 1, Arthur Lockhart (2.0 Opel Kadett), 66.10mph; 2, Clare McCully (1.6 Sunbeam Ti); 3, Herbert Hutchinson (1.6 Ford Escort).



Calvin Fish was in dominant form at Oulton Park winning the FF2000 event.

OULTON PARK

Fish paced

In his first race at the wheel of his new Van Diemen RF82, Calvin Fish virtually dominated May 29's Pace British 2000 round at Oulton Park, taking pole and leading throughout. To emphasise his superiority, the ex-kartist who is lying second in the series, clipped 0.1sec from the lap record previously held by the hitherto unbeaten Ayrton da Silva.

Opening the programme was a Shell Super Sunbeam race with the nine cars being entrusted to the fastest one or two qualifiers in selected races. Ayrton da Silva, second fastest in the Pace 2000 session, showed his class and compensated slightly for his impending disappointment, by pulling away from second man, John Brindley, at an average of a second a lap and setting a new class lap record in the process. Behind Brindley came Modified Saloon Car exponents Chuck Nicholson and Mark Hales with David Ellis hard on Hales's bumper.

For the fourth round of the MCD 'Champion of Oulton' FF1600 series, Walter Warwick was on pole in his Reynard ahead of the Van Diemens of Tony Allinson and Carlton Tingling. Series leader, Richard Peacock was down in sixth place on the grid in his first race in the new Crosslé 50F. The championship has already produced some close racing and this event was no exception, developing into a five-way battle between Allinson, who led the opening laps, Tingling, Warwick, Peacock and Richard Street who was moving the Merrion Mill Royale up confidently after engine troubles in practice. By half distance, Street had moved into the lead and was pulling away from Tingling while Allinson was just ahead of Peacock and Warwick. But then Allinson spun at Lodge attempting to pass Tingling and collected Peacock, the new Crosslé retiring on the spot with the right rear corner demolished while Allinson made it round to the pits to retire. This spread the battle for the lead a little, but Tingling fought back and closed on Street, challenging him all the way round the last lap, but to no avail, as the Royale maintained its position. Warwick finished third ahead of the younger of the Allinson brothers, Martin, with David Carson and Gerry Gorman completing the top six.

At scrutineering, the engine of Chuck Nicholson's Mazda RX7 had been found by the Technical Commission to be oversize but, with the promise that it would be sorted out before the race, the Mazda was allowed to practice. Thus it was that Nicholson, having set fastest time, started from the back of the grid for the *Cars and Car Conversions* Modified Saloon Car race. Mark Hales's Rover shared the front row with Derrick Brunt's Vauxhall Magnum and John Markey's Capri, Brunt making the best start to lead the opening laps. Geoff Thomas brought his VW Golf through from the second row to take third place ahead of Hales and eventually found a way past the Capri and moved onto Brunt's tail. Nicholson had, by the second lap, already charged through to join the leading quintet.

As they started the last lap, Brunt was back in the lead and Thomas had fallen to fourth behind the Rover so Brunt had Nicholson right on his tail. Somehow, the Vauxhall driver managed to hold on to his advantage to the flag but Nicholson had the compensation of a new lap record. The two other classes also saw new records set, Chris Lewis in the McCain Metro, having driven a lonely race in sixth place, took the honours in the 1300cc class while Barry Robinson who was next up, did likewise in the 1-litre division.

John Fenning is a name not seen at Oulton for many a year but the Willans seat harness manufacturer brought out the immaculate Stockbridge Racing Lola Mk5A for the Willhire Historic Single Seater race and was rewarded with a fine win. John Brindley's Lotus 22 led most of the way with Fenning in close attendance, the Lola moving into the lead on the eighth lap. Peter Dorricott started his F3 Brabham BT15 from the back due to an oil leak and, although he had been troubled with overheating in practice, he had a troublefree race to third place and first in the F3 class.

With only three test sessions at the wheel of his new Van Diemen, Calvin Fish was on pole for the first time in the Pace British 2000 race. Alongside him was Ayrton da Silva in the Rushen Green Van Diemen, his engine being down on power in practice and even the talented Brazilian could not make up for it. Neil Myers completed the row in the Penistone Hardmetal RF82, his teammate Russell Spence languishing on the fourth row, a victim of the current tyre troubles. Victor Rosso was forced to withdraw the fastest of the Bob Salisbury-entered Van Diemens due to badly pulled tendons in his right arm, so Kenny Andrews occupied the second row alone in the second Rushen Green car.

Fish made the most of his starting position and jumped into the lead ahead of da Silva who was followed in turn by Andrews, Myers, Tim Davies who had started the Roger Cowman Royale from the third row alongside Swiss Max

Busslinger who was next up. Immediately, it was clear that da Silva was in trouble, Andrews taking second place from him by going round the outside at Lodge. With Fish pulling away at the front, Myers was next past the Brazilian, followed a lap later by Davies and having survived serveral lurid slides, da Silva retired to the pits after 11 laps with a punctured rear tyre.

On his way to a very good win, Fish lowered the lap record to 1m 01.2s, a time 1.3secs better than anyone else managed in the race. Andrews was a happy second with the Penistone cars in the next two places, Russell Spence having driven well to move up to fourth place behind Myers while Davies was the only non-Van Diemen runner in the first seven, his Royale coming home fifth. Max Busslinger finished sixth after a steady drive and young James Thomson took seventh place in his new Van Diemen.

A good selection of AC Cobras, Aston Martins, Jaguars and Porsches lined up for the Robin Hamilton Inter-Marque Challenge but it was David Ellis's fearsome Aston Martin V8 which was to provide the biggest spectacle. Ellis and Raymond Taft, also Aston Martin mounted, were leading easily when, on the third lap, Ellis lost control of his beast and charged off at Cascades. Somehow avoiding major contact with the barrier — can the Observer's post really be safe there? — he careered across the grass damaging the underside of the car and spewing out oil. As the Aston rejoined the track at Fosters, the oil ignited, trailing flames all the way up Clay Hill where it was extinguished. All this left the field somewhat strung out, Taft having a huge lead over Ron Lea's E-Type, the Cobras of Steven Hitchins and Martin Colvill and Don Prater's Aston Martin.

In the Gates-Varley Historic Formula Junior race, John Fenning scored another win for the Lola and John Brindley kept the Lotus 22 in touch although never looking close enough to challenge.

The lead in the Bernard Hunter Crane Hire FF1600 race was disputed by Michael Spivey and Martin Allinson at first, with Richard Street moving his Royale up to join them. On the seventh lap, with Allinson leading, Street tried to go inside Spivey at Fosters, the two colliding and Street coming off second best. Spivey recovered quickly to finish in fifth place but it was Richard Peacock in the repaired Crosslé 50F who was now challenging Allinson. The Penrith driver held on, however, and scored his first ever win, Peacock taking second ahead of Walter Warwick and Tony Allinson.

PETER McFADYEN

Graham Scarborough attempts to withstand the pressures of Gerry Marshall.

OULTON PARK (GB), May 30, BRSCC (NW)

Shell Super Sunbeam Celebrity race (7 laps): 1, Ayrton da Silva, 9m 50.2s, 70.62mph; 2, John Brindley, 9m 57.3s; 3, Chuck Nicholson, 9m 59.8s; 4, Mark Hales, 10m 04.6s; 5, David Ellis, 10m 04.9s; 6, Walter Warwick, 10m 05.9s. **Fastest lap:** da Silva, 1m 22.8s, 71.91mph **(record).**

'Champion of Oulton' FF1600 Series race (10 laps): 1, Richard Street (Royale-Minister RP26), 11m 36.9s, 85.44mph; 2, Carlton Tingling (Van Diemen-Scholar RF82), 11m 37.7s; 3, Walter Warwick (Reynard-Scholar 82FF), 11m 39.0s; 4, Martin Allinson (Van Diemen-GBM RF81), 11m 48.3s; 5, David Carson (Saracen-Scholar FF79), 11m 55.9s; 6, Gerry Gorman (Crosslé-Scholar 45F), 11m 56.0s. **Fastest lap:** Warwick, 1m 07.7s, 87.95mph.

Cars & Car Conversions Modified Saloon Car Challenge race (10 laps): Overall and 1301-4000cc: Derrick Brunt (2.3 Vauxhall Magnum), 11m 51.7s, 83.66mph; 2, Chuck Nicholson (2.3 Mazda RX7), 11m 52.4s; 3, Mark Hales (3.5 Rover SD1), 11m 52.5s; 4, Geoff Thomas (1.8 VW Golf), 11m 54.5s. **Fastest lap:** Nicholson, 1m 08.2s, 87.31mph **(record). 1001-1300cc:** 1, Chris Lewis (1.3 Metro), 12m 11.7s, 81.38mph; 2, Robert McIntyre (1.3 Mini Cooper S); no other starters. **Fastest lap:** Lewis, 1m 12.0s, 82.70mph **(record). 851-1000cc:** 1, Barry Robinson (1.0 Sunbeam Stiletto), 12m 19.1s, 80.56mph; 2, Paul Storr (1.0 Talbot Imp); no other finishers. **Fastest lap:** Robinson, 1m 11.7s, 83.05mph **(record).**

HSCC Willhire Pre '65 Historic Single-seater Championship race (10 laps): Overall: 1, John Fenning (1.1 Lola Mk 5A), 11m 50.6s, 83.79mph; 2, John Brindley (1.1 Lotus 22), 12m 04.5s; 3, Peter Dorricott (1.0 Brabham BT15), 12m 04.7s; 4, Roy Drew (1.1 Lola Mk 2), 12m 06.3s. **Formula Junior 1958-63:** 1, Fenning; 2, Brindley; 3, Drew. **Fastest lap:** Fenning, 1m 08.8s, 86.55mph **(record). Historic Cars built prior to Dec 13 1965:** 1, Hugh Clifford (2.0 Cooper Bristol Mk1), 12m 56.0 (9 laps), 69.06mph; no other starters. **Fastest lap:** Clifford, 1m 23.1s, 71.65mph **(Establishes record). Historic F3:** 1, Dorricott, 82.16mph; 2, David Andrews (1.0 Brabham BT28); no other starters. **Fastest lap:** Dorricott, 1m 10.3s, 84.70mph **(Establishes record).**

Pace British 2000 Championship race (15 laps): 1, Calvin Fish (Van Diemen-Neil Brown RF82), 15m 40.0s, 95.02mph; 2, Kenny Andrews (Van Diemen-Nelson RF82), 15m 49.9s; 3, Neil Myers (Van Diemen-Nelson RF82), 15m 55.0s; 4, Russell Spence (Van Diemen-Nelson RF82), 15m 56.3s; 5, Tim Davies (Royale-Nelson RP32M), 15m 58.5s; 6, Max Busslinger (Van Diemen-Neil Brown RF82), 16m 05.4s. **Fastest lap:** Fish, 1m 01.2s, 97.29mph **(record).**

Robin Hamilton Inter-Marque Challenge race (10 laps): 1, Raymond Taft (5.3 Aston Martin DBS V8), 12m 17.8s, 80.70mph; 2, Ron Lea (4.5 Jaguar E Type), 12m 43.3s; 3, Steven Hitchins (7.0 AC Cobra), 13m 14.4s; 4, Martin Colvill (4.7 AC Cobra), 13m 28.0s. **Fastest lap:** Taft, 1m 08.5s, 86.93mph.

Gates-Varley Historic Formula Junior Championship race (10 laps): John Fenning (Lola Mk5A), 11m 56.8s, 83.06mph; 2, John Brindley (Lotus 22), 12m 00.4s; 3, Roy Drew (Lola Mk2), 12m 25.6s; 4, Malcolm Ricketts (Lotus 22), 12m 46.5s; 5, Rodney Tolhurst (Cooper T56), 9 laps; 6, Peter Williams (Elva FJ), 9 laps. **Fastest lap:** Fenning, 1m 09.8s, 85.30mph.

BRSCC (N) Bernard Hunter Crane Hire FF1600 Championship race (10 laps): 1, Martin Allinson (Van Diemen-GBM RF81), 11m 42.0s, 85.82mph; 2, Richard Peacock (Crosslé-Aldon 50F), 11m 43.4s; 3, Walter Warwick (Reynard-Scholar 82FF), 11m 43.4s; 4, Tony Allinson (Van Diemen-Ford RF81), 11m 45.0s; 5, Michael Spivey (Royale-Nelson RP29), 11m 48.0s; 6, Ray Robinson (Royale-Minister RP26), 11m 48.2s. **Fastest lap:** Warwick, 1m 07.8s, 87.82mph.

SNETTERTON

South goes east

Snetterton was very much at the thin end of the Bank Holiday motor sport for only 60 cars competed in the meagre six races that comprised the BARC's programme on Monday, May 31.

In an attempt to pad the meeting most of the races were 30%-50% longer than they would normally have been — a compensation at least for the drivers. This, however, did not appear as a plus to the leading F Fordsters, whose Townsend Thoresen qualifier became a mammoth 20 lapper, as beforehand they expressed concern about fuel range and the difficulties of lapping slower cars. After the race Mauricio Gugelmin, alone, warranted sympathy; for the young Brazilian had led from the start and at the completion of the usual 15 laps he was still in front, but a slow puncture in his works Van Diemen allowed Julian Bailey (Lola) through in the last 5 laps to win.

First race of the day was indeed for FF1600s built between 1974-1978 and although this first event for them was poorly supported, the category will surely grow.

The early laps featured a dice for the lead between Chris Smith and Paul South, both in Royale RP24s, but the unfortunate Smith was soon forced to retire to the pits and leave South to win his first ever car race. Graham Kiddy, Tiga FF76, was the only one to keep South in sight although Graham Smith in another Royale RP24, who recovered rapidly to third spot, may have done so if he had not spun to the tail of the field on the second lap.

The positions at the front of the Oceanair Clubmans round remained constant throughout their 15 lapper but nonetheless they provided an absorbing struggle. Martin Wood (Mallock Mk22) snatched an advantage from the start and at half distance he had stretched it to 3secs over Peter Clark (Mallock Mk18).

Rob Cox-Allison dominated the STP Modsports thrash with his purposeful Caterham Super 7. Despite losing his clutch — for the second day in a row — he was able to hold off an impressive challenge early in the race from Robert Speak's Lotus Elan. Thereafter Speak settled down to finish a comfortable second for although he was almost half a minute behind Cox-Allison he in turn was a similar distance ahead of the next men to finish, John Digby (Ginetta) and Danny Arundel (Davrian) both of whom were class winners.

The Townsend Thoresen qualifier attracted the largest grid of the day — 16 cars. At the completion of the first lap, Mauricio Gugelmin had already broken clear of his pursuers and in the next few laps he extended the margin, aided no doubt by the hectic battle raging for that place between Anthony Reid (Van Diemen), Bjorn Langrekken (Van Diemen), Julian Bailey and Rick Morris (Royale). By one-quarter distance, Bailey had established himself in second place but could make no impression on Gugelmin. Morris likewise established himself in third spot and these three were soon the only ones in contention after Reid and Langrekken had spun in unison at Riches. In the last few laps Bailey began to reel in Gugelmin and with 3 laps to run went easily past the Brazilian to lead; Morris too demoted the works Van Diemen — on the last lap. As the cars halted on the line for the victory presentation it became obvious that Mauricio had a puncture in his rear right tyre — poor reward for such a fine drive. Langrekken, who shared fastest lap with Bailey, recovered to a fine fourth ahead of Alan Holloway (Van Diemen) and Mike Thompson (Quest).

Corner cutting had been rife amongst the front runners, but notably Bailey and Gugelmin had refrained and when a series of 10sec penalties were handed out after the race, they were not affected. In the revised order, Gugelmin regained second spot with Morris third ahead of Thompson, Reid and Langrekken.

Gerry Marshall and Graham Scarborough out-distanced the other Monroe Prod-saloon runners with their two Capris. As Marshall's 2.8 injected version improves, Scarborough finds it increasingly difficult to keep in touch, and this time he could only manage half a lap at the front, mid way through.

Three cars quickly broke clear of their rivals in the Champion of Snetterton FF1600 race; Simon Davey (Van Diemen), Paul Gerrish (Ray), and Paul South. Davey and Gerrish then tangled at Riches on lap 2, and South came to a halt avoiding them, which allowed Bernard Horwood to lead in his Van Diemen The recovering South soon caught Horwood but in his eagerness to pass almost came to grief through inexperience a couple of times. However, two laps later, the ex-kartist made it to the front and went on to record the unique feat of winning his first two car races. A fine if somewhat lucky achievement.

ANDY LEEDER

SNETTERTON (GB), May 31, BRSCC

'74'78 Formula Ford 1600 race (15 laps): 1, Paul South (Royale-Ford RP24), 19m33.2s, 88.24mph, 2, Graham Kiddy (Tiga-Rowland FF76), 19m38.3s, 3, Graham Smith (Royale-Ford RP24), 10m10s, 4, Michael Dale (Royale-Scholar RP24), 20m49.4, 5, John Taylor (Van Diemen-Scholara RF76), 20m07.2s, 6, Kevin Allen (Van Diemen-Scholar RF76), 20m09.2s. **Fastest lap:** South, 1m16s, 90.81mph.

Oceanair Clubmans Sports championship race (15 laps): 1, Martin Wood (Mallock U2-Nelson Mk22), 18m39s, 92.51mph, 2, Peter Clark (Mallock U2-Close Mk18), 18m39.8s, 3, John Watson (Mallock U2-Minister Mk16BW), 19m14.5s, 4, Nick Wadham (Haggispeed-Rowland Mk 9), 19m22.7s, 5, Royston Bing (Mallock U2-Chamberlain Mk20B), 19m55.1s, 6, Guy Binns (Mallock U2-Chamberlain Mk20/21), 18m42.8s. **Fastest lap:** Clark, 1m13.2s, 94.28mph.

STP Modified Sports Championship race (15 laps) — Overall: 1, Rob Cox-Allison (Caterham Super 7), 18m15.5s, 94.49mph, 2, Robert Speak (Lotus Elan), 18m43.5s, 3, John Digby (Ginetta G4), 19m13.4s. **1501-2000cc:** 1, Cox-Allison, 2, Speak; No other finishers. **Fastest lap:** Cox-Allison, 1m11.2s, 96.93mph. **1151-1500cc:** 1, Digby, 89.75mph, 2, Costas Los (Fiat X19). **Fastest lap:** Digby, 1m14.8s, 92.26mph. **Up to 1150cc:** 1, Danny Arundel, (Davrian Mk7), 88.62mph, 2, Brian Kippax (Davrian Mk7), 3, Pat Longhurst (Davrian Mk6). **Fastest lap:** Arundel, 1m16.5s, 90.21mph.

Townsend Thoresen Ford 1600 championship race (20 laps): 1, Julian Bailey (Lola-Minister T640), 24m14.3s, 94.91mph, 2, Mauricio Gugelmin (Van Diemen-Aurtop RF82), 24m19.2s, 3, Rick Morris (Royale-Nelson RP31M), 24m27.9s, 4, Mike Thompson (Quest-Minister FF82), 24m33.4s, 5, Anthony Reid (Van Diemen-Minister RF82), 24m35.8s, 6, Bjorn Langrekken (Van Diemen-Minister RF82), 24m41.3s. **Fastest lap:** Langrekken and Bailey, 1m11.8s, 96.12mph.

Monroe Production Saloon championship race (15 laps): — Overall: 1, Gerry Marshall (Ford Capri), 21m20.6s, 80.50mph, 2, Graham Scarborough (Ford Capri), 21m21.1s, 3, John Llewellyn (VW Scirocco), 22m00.5s. **2301-3000cc:** 1, Marshall, 2, Scarborough, 3, Charles Scammell (Volvo 244GLT). **Fastest lap:** Marshall & Scarborough, 1m24.3s, 81.86mph. **1601-2300cc:** 1, Pete Walters (Triumph Dolomite Sprint), 22m07.6s, 77.97mph; 2, Martyn Williams (Toyota Celica GT); 3, Richard Jenkins (Triumph Dolomite Sprint). **Fastest lap:** Walters, 1m27.1s, 79.23mph. **1301-1600cc:** 1, Llewellyn, 79.39mph; 2, John Cooper (Renault 5 Gordini); No other finishers. **Fastest lap:** Llewellyn, 1m26.6s, 79.69mph. **Up to 1300cc:** 1, Sharon Nicholson (Opel Kadett), 22m29.5s, 66.48mph. No other finishers. **Fastest lap:** Nicholson, 1m38.8s, 69.85mph.

Champion of Snetterton FF1600 series race (12 laps): 1, Paul South (Royale-Ford RP24), 15m35.7s, 88.50mph; 2, Bernard Horwood (Van Diemen-Auriga RF81), 15m42.3s; 3, Simon Davey (Van Diemen-Alan Smith RF78), 16m1.9s; 4, John Ketteringham (Van Diemen-Scholar RF78), 16m16.7s; 5, Kevin House (Royale-Titan RP26), 16m36.1s; 6, Norman Richards (Tiga-Minister FF79), 15m56.9s. **Fastest lap:** South, 1m15.5s, 91.41mph.

CASTLE COMBE

Haddock batters 'em

A large Bank Holiday crowd enjoyed the sunshine and superb racing at Castle Combe on May 31. The BRSCC (SW centre) ran smoothly through the nine events and despite many incidents finished the programme ahead of schedule. The 40 strong Dunlop-AUTOSPORT 'Star of Tomorrow' entry had a qualification race for those too slow to make the championship grid, just seven cars needing such an exercise. Pete Townsend won convincingly to repay the Dave Abram team who had rebuilt the Van Diemen since a Friday 'off', while Robert Moore survived a grassy moment at Camp Corner on the last lap to join Townsend on the rear of the championship grid.

Many of the budding Dunlop-AUTOSPORT stars were having their first race at Combe, and what a race it was! Pole man Perry McCarthy, whose finances have now expired, set the initial pace with Peter Hardman leading the 'train' behind, but Hardman was soon to spin at Tower and so the chase was taken up by Kevin Haddock and Andy Middlehurst. McCarthy made a mistke on the exit of Quarry and his two rivals were through in a flash, but he was not beaten yet, nor was the bunch behind and places changed regularly.

McCarthy tried to regain his lost places and after a difference of opinion with Haddock he spun (again at Quarry), a feat he repeated at Tower, retiring with a stalled engine. Having drawn clear of the main pack, Haddock pipped Middlehurst for the win with Paul Mather (despite running a suspect wheel bearing) in his Autoblitz sponsored Royale coming through to claim third and John Penfold delighted to avoid the carnage in fourth place.

Brendan McKenna hung on to fifth spot just ahead of the misfiring Image of Ian Thomas. The usual start line shunt did not happen this time, but a last lap, last corner shunt eliminated three car on their way to championship points as Adam Wallis got his Van Diemen very sideways at Camp and was hit hard by the Royale of Mark Newby, who was lucky to escape unscathed in a nasty incident. Poor Willie Hourie ran into the rear of Wallis to the end of what had been a disastrous weekend for the Orkney Islander — during practice he had lost all the water from his engine, but the team had made a useable unit from their two Scholars, and now further reward was a badly damaged chassis as well. Mike Spivey's Double B run Royale was delayed in other people's incidents.

Opening the afternoon's proceedings had been a handicap race bringing together a varied selection. Tom Hind's smoothly driven Morgan Plus 8 just failed to catch Sapps's winning 4/4 version, which had had a credit lap and 70secs start.

The Porsche race brought out 16 versions of the German *marque* in all shapes and sizes. Dick Lust and Paul Edwards in 3-litre Carreras soon left the others in their wake — Edwards snatched the lead at Camp with Lust soon to fall back and retire with a puncture. Second spot was fated as John Lock also retired with suspected fuel starvation.

Just four cars finished on the same lap in the Formula 1300 race, the first three being in grid order. Martyn Lane beat Keith Messer, Tony Batten and Peter Guard.

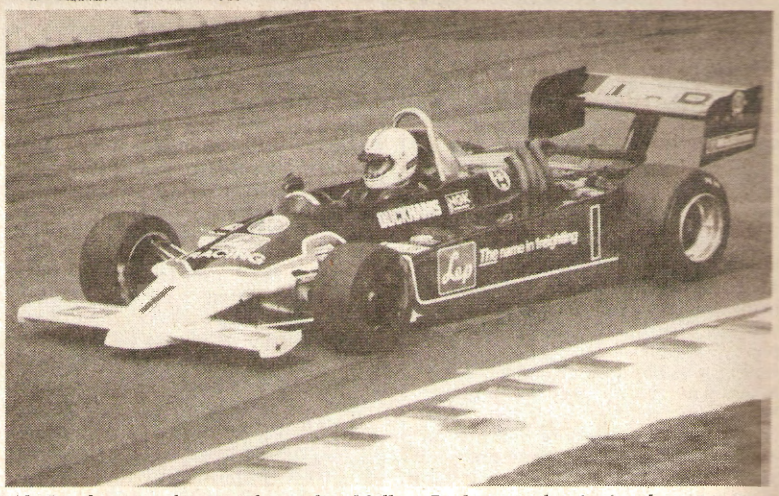
The Ross Special GT race saw pole man Brian Cutting make a poor start, so that the familiar blue Stiletto had to chase Tom Powell's self-built spaceframe Skoda and the Elan of Roger Sparling. The Skoda set a new lap record, but then retired with a split radiator hose. Sparling pushed Cutting so hard that the 1-litre machine set a new lap record at an incredible speed of 98.42mph.

The Mini 1000s provided their usual action with Chris Hampshire and Chris Lewis fighting out a keen dice with Mike Fry. Peter Tisdale entertained the spectators at Quarry with a multiple roll, while at Camp Martin Guidery spun and in his efforts to miss him Jonathan Lewis hit the bank heavily. It took some time to extract him before he was taken off to hospital for X-rays to his neck (whiplash injuries). Hampshire and Fry were later excluded from the results for overtaking under yellow flags, so the other Lewis brother, Chris, inherited the victory.

The 15 lap Monoposto race saw Kenny Stone in record breaking form despite this being his first time at Combe. The white March drew away from the field and such was his pace that only three cars remained on the same lap. In the B class, Francis Phillips's win was made easier by the retirement of Richard Mallock when in a challenging position.

The day closed with the circuit's own Formula Ford championship. While battles were waged throughout the field, all eyes focused on the two leaders as Bob Higgins and Howard Lester constantly swapped places. On the final run in to Camp, Lester appeared to have the upper hand, but the local hero dived for the inside and they took the chequered flag side by side, although Higgins was given the verdict.

DUD CANDLER



Alo Lawler proved extremely quick at Mallory Park, not only winning the race but also setting a new lap record.

MALLORY PARK

Alo's Lep record

BRSCC Midlands Centre officials galloped through their ten-race Spring Bank Holiday Mallory meeting with tremendous efficiency — helped by idyllic weather which saw the collapse of at least one major lap record.

Two BRSCC Pre '74 Formula Ford heats opened the packed programme and the first of these ten-lappers was marginally quicker. It took the pole man, Drew Barwick (Elden Mk10C) just one lap to dispense with the Lola T204 of Ian Millward and start to establish a comfortable cushion. Behind the leader, a tremendous ding-dong initially involved Millward, Peter Lawrence (Royale RP3) and Gareth Lloyd's Dulon MP15. On lap 3 Lawrence took second spot and kept the others at bay until mechanical problems side-lined him on lap 7. Millward retook second and managed to hold off Lloyd to the flag.

Although the second heat was only 0.02s slower, it appeared a much more sedate affair, with series leader Steve Bradley (Van Diemen RF73) leading from pole position to the flag. Chris Woodcock (Dulon MP15) was second throughout and, at times, appeared to be catching the leader; but Bradley kept his cool and never allowed the gap to go below 1.2s.

Roadgoing and Modified MG 'T' Types came next and provided ten laps of thrilling entertainment. Local late entry, Glyn Guisti (1939 TB) had, rather surprisingly, wrested pole position from MG Car Club stalwart Dave Clewley in a similar model. But it was Clewley who clawed his way to a first lap lead which his experience enabled him to hang onto throughout — despite some splendid driving by Guisti. Sadly, however, although Guisti got alongside on Stebbe straight during the closing stages of the race, his efforts resulted in a blown engine on the last lap. His only consolation was that the gap between second and third was such that it enabled him to coast round and claim the spot. An equally tense struggle for third involved the 1936 TA of Paddy Willmer and the relatively modern 1949 TC of Dave Saunders. At the line, the cars virtually dead-heated and although both were given the identical time, Willmer was awarded the place. Brian Sayers (1948 TC) led the Roadgoing class for most of the race, but slowed on the final circuit, allowing Tony Jenkins' (1939 TA) to take the class.

Steve Cole (Morgan +8) set a scorching pace in the Lucas CAV Prodsports race and, after leading from the flag, came home almost 33secs clear of Chris Ashmore's Porsche 911SC. Class B winner Gary White (Lotus Caterham 7) had an equally lonely race after detaching himself from the rest of the battling B's. Most of the race excitement, therefore, came from the Caterham 7s of Maynard Soares and John Stenning, ably assisted by Richard Morrant's Triumph TR7, which were locked in combat for most of the race before finishing in that order. Ian Jacobs, driving the only racing Matra Simca Bagheera in Britain, led the small class throughout to score a well-deserved class C win.

Despite tremendous efforts by race

CASTLE COMBE (GB), May 31, BRSCC(SW)

COMCC handicap race (10 laps): D. Sapp (Morgan 4/4), 13m 22.9s 74.25mph; 2. Tom Hinds (Morgan +8), 13m 27.9s; 3, Gideon Hudson (Porsche Carrera), 13m 38.7s; 4, Paul Johnson (Morgan 4/4), 13m 39.7s; 5, John Lock (Porsche Carrera), 13m 47.4s; 6, Graham Beckett (Mini Clubman), 14m 6.8s. **Fastest lap:** Hinds 1m 12.7s. 91.11mph.

Dick Lovett Trophy race for Porsche cars (10 laps): 1, Paul Edwards (Carrera), 11m 57.8s 92.28mph; 2, Bill Taylor (Carrera RS), 13m 5.5s; 3, Jake Allport (911), 13m 14s; 4, Gideon Hudson (Carrera), 9 laps; 5, John Morrison (944), 9 laps; 6, David Gilhooley (Carrera RS), 9 laps. **Fastest lap:** Edwards and Richard Lust (Carrera RSR), 1m 8.9s. 96.13mph.

Formula 1300 championship race (10 laps): 1, Martyn Lane (Mallock 16-Messer), 11m 40.1s, 94.61mph; 2, Keith Messer (Messer 3-Messer), 11m 40.6s; 3, Tony Batten (Batten-Ford), 11m 45.5s; 4, Peter Guard (Mallock Mk 14-Ford), 12m 1.1s; 5, Stephen Garrett (Proteus-Ford), 12m 9.8s; 6, John Jones (Messer 2B), 12m 13.6s. **Fastest lap:** Batten 1m 8.7s, 96.41mph.

Ross Group special GT championship race (10 laps): 1, Brian Cutting (1.0 Maguire-Stiletto Hartwell), 11m 36.7s. 95.07mph; 2, Roger Sparling (1.7 Lotus Elan), 11m 41s; 3, Chris Sims (2.5 Vauxhall Firenza), 11m 58.7s; 4, Richard Ward (1.6 Lotus Elan), 12m 2.6s. **Class A:** 1, Tom Hinds (3.5 Morgan +8), 12m 12.9s. 90.38mph; 2, John Morgan (3.8 Jaguar Mk 1), 12m 35.3s; 3, Richard Lee (2.8 Porsche RSR) 9 laps. **Fastest lap:** Hinds, 1m 11.7s. 92.38mph (**record**). **Class B:** 1, Sparling 94.49mph, 2, Sims; 3, Ward. **Fastest lap:** Sparling, 1m 8.5s. 96.70mph. **Class C:** 1, Nigel Mustill (1.3 Manx Mini-Ford) 12m 47.2s, 86.33mph; 2, Ian Thomas (1.3 Imp-Ford), 9 laps; 3, Ian Blunt (1.3 Morris Cooper S), 9 laps. **Fastest lap:** Tom Powell (1.5 Skoda 130RS-Richardson), 1m 8.3s. 96.98mph (**record**). **Class D:** 1, Cutting; 2, Bob Hemmings (1.0 Mini-Ford MAE), 12m 31.5s; No other starters. **Fastest lap:** Cutting, 1m 7.3s. 98.42mph. **Class E:** 1, Paul Gardner (850 Hillman Imp) 8 laps; No other starters. **Fastest lap:** Gardner, 1m 31.4s. 72.47mph.

National Mini 1000 challenge (10 laps): 1, Chris Lewis, 13m 11.1s, 83.73mph; 2, Peter Calver, 13m 18.3s; 3, Tony Edmonds, 13m 26.5s; 4, Bryan Slark, 13m 39.1s; 5, Keith Barrington, 13m 41.4s; 6, Miles Johnston 13m 46.8s. **Fastest lap:** Lewis, 1m 17.6s. 85.36mph.

Gates-Varley Monoposto championship race (15 laps): — Overall and Class A: 1, Kenny Stone (March 74B-Thorpe), 16m 5.1s. 102.95mph; 2, Terry Mills (March-Performance Services-773), 16m 16.4s. 3, Bob Eccles (Dolphin-Ford), 16m 50.6s; 4, Ian Rimmer (Modus-Swindon M1), 14 laps. **Fastest lap:** Stone, 1m 2.6s. 105.81mph (**record**). **Class B:** 1, Francis Phillips (Super Nova BH3-00-Aldon), 14 laps, 94.72mph; 2, David Cox (Ensign LNF 3 Ford), 14 laps; 3, Richard Welsh (Hawke DL16W), 14 laps. **Fastest lap:** Richard Mallock, (Mallock U2 Mk 9D Minster), 1m 8.6s. 96.56mph (**record**).

BRSCC Castle Combe Formula Ford 1600 challenge (10 laps): 1, Bob Higgins (Martlet DM3-Nelson), 11 38.6s. 94.81mph; 2, Howard Lester (Reynard FF-82-CES), 11m 38.6s; 3, Mike Taylor (Royale RP29-DID), 11m 44.6s; 4, Brendan McKenna (Royale RP29), 11m 45.3s; 5, David Mears (Van Diemen RF81-Scholar), 11m 49.7s; 6, Ian Moore (Swift-Moore), 11m 49.8s. **Fastest lap:** Lester, 1m 8.5s, 96.70mph.

DUNLOP Autosport STAR OF TOMORROW FF CHAMPIONSHIP

CASTLE COMBE (GB)
May 31

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 Championship, round 5
10 laps — 18.4 miles

1, Kevin Haddock (Sparton-Scholar FF82), 11m39.5s, 94.69mph;
2, Andy Middlehurst (Van Diemen-Minister RF82), 11m39.7s;
3, Paul Mather (Royale-Boss RP26), 11m 44.7s;
4, John Penfold (Van Diemen-Minister RF81), 11m45.8s;
5, Brendan McKenna (Royale-Nelson RP29), 11m46.1s;
6, Ian Thomas (Image-Minister FF4), 11m48.0s;
7, Stephen Barnes (Van Diemen-Scholar RF80), 11m 50.2s; 8, Mark Leveson (Van Diemen-Minister RF81), 11m 51.0s; 9, Ian Tychowski (Van Diemen-Auriga RF79), 11m 54.9s; 10, Colin Hart (Hawke DL12/15), 11m 56.4s; etc.

Fastest lap: Haddock, 1m 08.4s, 96.84mph.

organisers, only three Formula Talbots could be mustered for Monday's Championship round. Even series leader Sean Walker had "gone on holiday', while Tony Kenworthy — third in the series — was sidelined with a blown engine. To add interest, the organisers made up the grid with some of the non-qualifying Pre '74 Formula Fords. From the outset, Jeff Ward (Sparton) made the race his own and blasted to an easy victory to take maximum point and the series lead.

Aiming to impress in the Alan Smith Engines-sponsored Formula Atlantic race was Lep Group driver Alo Lawler; from the outset, the hard-driving Irishman had set himself the double task of winning *and* lowering the lap record — he did both! Alo's Ralt RT4 was a clear 1.3secs faster than Mike Catlow's RT1 in practice, with the other six competitors fairly evenly-matched about half a second off the pace. Clerk-of-the-Course, Don Trueman delayed the warm-up lap slightly to enable John Sheldon to get his temperamental Tiga FA82 onto the second row and they were off. Lawler was never headed; by lap 12 his team had signalled that the record was his and he eased slightly, but nevertheless finished almost 30-secs up on Mike Catlow, the only unlapped runner. Third was Geoff Byman (Lola) who maintained the position throughout, for much of the time ahead of a hard-charging Sheldon.

A closer finish was provided by the equally spectacular GT Specials in a 10-lap event counting towards the BRSCC Northern GT Championship. James McGaughay's very impressive Renault 5 BMW had claimed pole, just 0.3sec faster than Jeff Wilson's BMW M1. From the start, however, it was Wilson who took control, although McGaughnay rapidly got it together and began to pressure the leader. The scrap lasted for much of the race, with these two setting such a pace that they dropped third placed Tony Sugden (Lotus Escort). At the flag Sugden was the only unlapped runner, 13secs down on the two leaders who were separated by a mere 0.7secs. Other class wins went the way of John Gallagher (MG Midget) who was fifth overall and Tony Bridge (Davrian).

The talented Steve Bradley made the 15-lap Pre '74 Formula Ford Championship final his own, taking an immediate lead and winning "as slowly as possible." At the flag, Bradley was just under 3secs ahead of heat one winner Drew Barwick, having established the cushion early in the race. Peter Hancock put in a tremendous performance; initially ninth, the Merlyn driver provided excellent entertainment as he carved through the field, eventually taking Millward and Woodcock in one go at Devil's Elbow to take the spot on lap 12.

Next up was nostalgia, in the shape of a dozen Cooper cars covering the spectrum of Cooper production from the early 500s. The 10-lap race was won narrowly by Miss Josie van Praag (1961 Cooper T56 FJ) after the sixth lap retirement of Kenneth Moore. Rodney Tolhurst (1958 F2 Climax) was second and Edward Lewis was promoted to third with the demise of Peter Thomas's Cooper Bristol.

Modern Formula Ford finished the programme, with a virtually full grid of contestants for the Champion of Mallory FF series. Notable absentee was Leicester's Don Hardman, the current series leader, who was punted off at Donington the day before and despite being prepared for an all-nighter couldn't get spares for his RP26. Pole man Walter Warwick (Reynard FF82) led from the outset and held off some early pressure from Chris Farrell (Royale RP31M) to emerge the winner by 1.5secs with Rod Gretton (Royale RP31M) third.

GEOFF JOHNSON

MALLORY PARK (GB), May 31, BRSCC

BRSCC Pre '74 FF1600 Race — Heat One (10 laps): 1, Drew Barwick (Elden-Auriga Mk10C), 8m 54.0s, 91.01mph; 2, Ian Millward (Lola-LRG T204), 9m 00.1s; 3, Gareth Lloyd (Dulon-Rowland MP15), 9m 00.6s; 4, Colin Heseltine (Dulon MP15), 9m 08.5s; 5, Mike Vickery (Palliser-Auriga WDF3), 9m 17.6s; 6, Chris Johnson (Van Diemen-Minister RF73), 9m 18.0s. **Fastest lap:** Barwick, 52.1s 93.28mph.

BRSCC Pre '74 FF1600 Race — Heat Two (10 laps): 1, Steve Bradley (Van Diemen-RS RF73), 8m 54.1s, 90.99mph; 2, Chris Woodcock (Dulon-Auriga MP15), 8m 53.3s; 3, Peter Hancock (Merlyn-Minister Mk20A), 8m 56.0s; 4, Dave Lowe (Lotus-Holbay 61), 8m 59.5s; 5, Peter Rogers (Merlyn-Hansen Mk20A), 9m 00.8s; 6, Alister Lane (Hawke-Auriga DL11), 9m 12.0s. **Fastest lap:** Bradley, 52.1s 93.28mph.

MG Car Club 'T' Type Championship Race (10 laps) — overall and race modified cars: 1, Dave Clewley ('39 TB), 10m 08.2s, 79.90mph; 2, Glyn Guisti ('39 TB), 10m 30.8s; 3, Paddy Willmer ('36 TA), 10m 54.3s; 4, Dave Saunders ('49 TC), 10m 54.3s. **Fastest lap:** Guisti, 59.2s, 82.09mph. **Roadgoing cars:** 1, Tony Jenkins ('39 TA), 10m 10.3s, 71.66mph; 2, Brian Sayers ('48 TC), 10m 14.9s; no other starters. **Fastest lap:** Sayers, 1m 05.4s, 74.31mph.

Lucas CAV Producation Sports Car Championship Race (10 laps) — overall: 1, Steve Cole (Morgan +8), 9m 26.6s, 85.77mph; 2, Chris Ashmore (Porsche 911/SC), 9m 59.1s; 3, Gary White (Lotus Caterham 7), 10m 06.5s, 80.13mph; 4, Maynard Soares (Lotus Caterham 7), 10m 13.2s. **Over 2500cc:** 1, Cole; 2, Ashmore; no other starters. **Fastest lap:** Cole, 55.7s, 87.25mph. **1501-2500cc:** 1, White; 2, Soares; 3, John Stenning (Lotus Caterham 7), 10m 15.8s. **Fastest lap:** White, 59.3s, 81.95mph. **Up to 1500cc:** 1, Ian Jacobs (Matra Simca Bagheera), 76.85mph; 2, Nick Emmony (MG Midget 2); 3, Peter Hiley (MG Midget 3). **Fastest lap:** Jacobs, 1m 01.8s, 78.64mph **(record).**

Formula Talbot Championship Race (10 laps): 1, Jeff Ward (Sparton-Greetham FT80), 8m 15.8s, 98.02mph; 2, Tim Barry (Wimhurst-Rowland LT81), 8m 26.5s; 3, Andrew McKecknie (Sparton-Greetham FT81), 8m 27.0s; no other finishers. **Fastest lap:** Ward 48.0s, 101.25mph.

Alan Smith Engines Formula Atlantic Series Race (25 laps): 1, Alo Lawler (Ralt-Alan Smith RT4), 17m 51.2s, 113.42mph; 2, Mike Catlow (Ralt BDA RT1), 18m 30.9s; 3, Geoff Byman (Lola-Alan Smith T760G), 17m 56.6s; 4, Duncan Bain (March-BDA 78B), 18m 21.1s; 5, Neil Crang (Tiga-Nicholson FA82), 18m 25.2s; 6, John Sheldon (Tiga-Nicholson FA82), 17m 53.3s. **Fastest lap:** Lawler, 42.2s, 115.16mph **(record).**

BRSCC Northern GT Championship Race (10 laps) — overall: 1, Jeff Wilson (BMW M1), 8m 01.5s, 10093mph; 2, James McGaughay (Renault 5 BMW), 8m 02.1s; 3, Tony Sugden (AET Lotus Turbo Esprit), 8m 14.6s; 4, Tony Broom (Turner Mk3), 9 laps 8m 12.3s. **2002-3600cc:** 1, Wilson; 2, Sugden; no other starters. **1500-2000cc:** 1, McGaughay; 2, Tony Broom (Turner Mk3); no other starters. **1001-1500cc:** 1, John Gallagher (MG Midget), 87.97mph; 2, Roy Greenwood (Rally Equipe Mini); 3, Peter Green (MG Midget). **Up to 1000cc:** 1, Tony Bridge (Davrian Mk8 Larton), 85.95mph; 2, John Jeffrey (Davrian Mk1 Imp) 3, Roy Gibson (Leyland Mini).

BRSCC Pre '74 FF1600 Championship Race (15 laps): 1, Steve Bradley, 13m 07.5s, 92.57mph; 2, Drew Barwick, 13m 10.3s; 3, Peter Hancock, 13m 20.0s; 4, Ian Millward, 13m 20.5s; 5, Chris Woodcock, 13m 20.8s; 6, Gareth Lloyd, 13m 21.6s. **Fastest lap:** Barwick and Bradley, 51.7s, 94mph.

Cooper Car Club Invitation Race (10 laps): 1, Miss Josie Van Praag (1961 Cooper T56 FJ), 10m 43.2s, 75.55mph; 2, Rodney Tolhurst (1958 Cooper F2 Climax), 10m 43.6s; 3, Edward Lewis (1955 Cooper F3 JAP), 11m 09.8s; 4, Ian Frost (1955 Martini-Norton), 11m 19.0s; 5, Paul Schroeder (1954 Cooper Norton), 11m 19.4s; 6, Peter Riversworth (1952 Cooper Mk7 F3JAP), 11m 02.6s. **Fastest lap:** Kenneth Moore, 1m 02.1s, 78.26mph.

Champion of Mallory Park FF1600 Series (10 laps): 1, Walter Warwick (Reynard-Scholar 82FF), 8m 37.7s, 93.87mph; 2, Chris Farrell (Royale-Nelson RP31M), 8m 39.2s; 3, Rod Gretton (Royale-Nelson RP31M), 8m 48.7s; 4, John Taylor (Royale-Minister RP26), 8m 49.3s; 5, Robert Mears (Van Diemen-Auriga RF80), 8m 50.8s; 6, Richard Peacock (Crosslé-Aldon 50F), 8m 51.1s. **Fastest lap:** Warwick 50.7s, 95.85mph.

THRUXTON

Frantic Fords

As the major supporting event to the British F1 on Bank Holiday Monday, only 12 cars started the P & O Ferries FF1600 race and of these, only three recorded competitive times in practice. David Button stole pole in the works PRS which had benefited from two weeks intensive testing. Behind him were Gianfranco Cané and David Hunt, who occupy the first two places in the championship.

Despite the disappointing field, the three-car battle for the lead displayed Formula Ford at its very best with places changing on every lap. Trying to take the lead at the Complex on lap eight, Button knocked Cané into the air, but the Mexican was back in front at the end of the lap. On the final circuit, Cané locked up a wheel, letting Hunt into the lead, but as they jostled for position at the chicane, it was Cané who emerged ahead to win from Hunt and Button, who was knocked sideways but just managed to avoid spinning. Behind all this excitement, young Gary Evans kept the leaders just in view and gradualy closed in so, at the end, he was just 1.5secs in arrears.

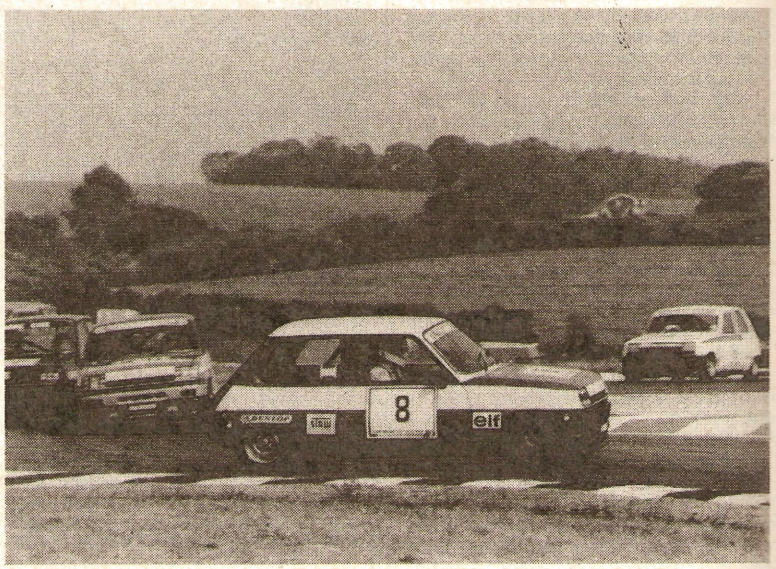
Drivers in the Fiesta challenge had made their intentions clear in practice when two rolled completely and others started the race with non-standard body shapes. Rob Hall and Charles Tippett, first and second in the championship, quickly moved ahead of the rest of the field which strung out into a succession of bumping matches. Tippett was tied to Hall's back bumper until the very last corner when he slipped inside and kept a very tight line through the chicane. Hall, robbed of victory, slewed wide, hit a kerb and seemed set to become the third inverted Fiesta of the day. Luckily, however, the car righted itself and his second place was enough to keep him just ahead in the series.

The Renault 5 thrash proved there is life after a British F1 race. As usual, the jelly moulds provided first class entertainment, leaping across kerbs, spinning and bumping as if there were no tomorrow. There were hard battles going on right down the field but three drivers established immediate authority at the front. David Salter, Brian Farminer and Bob Murray battled for the first six laps until Murray's car retired on the back of the circuit after setting fastest lap. Farminer then pulled out a cushion over Salter to extend his lead in the championship, driving the car he uses each day to commute to work. Bought second-hand, the Renault's clock is about to begin its second time around!

Only eleven cars began the Muraspec Formula 4 ten-lapper and five of those retired with various mechanical maladies. Brian Turner maintained a light lead from Bill Cowling's Delta until lap seven when Cowling's engine blew. The championship leader then coasted home comfortably ahead of Rob Moores.

Max Samuel-Camps, second in the table at the start, was nudged off the track first time through the complex. He restarted and by lap seven was up with the fierce third place dice between Richard Penny and Iain Rowley. Penny spun at the Complex on lap eight and Samuel-Camps passed Rowley, although his third place was short-lived as a rocker box gasket blew next time round. In his efforts to get back in touch with Rowley, Penny again spun at the Complex on his last lap.

MIKE LAWRENCE



Typical sideways action during the Renault 5 race.

THRUXTON, May 31, BARC

P & O Ferries FF1600 Championship race (10 laps): 1, Gianfranco Cané (Van Diemen-Auriga RF82), 14m 49.03s, 95.40mph; 2, David Hunt (Van Diemen-Auriga RF82), 14m 49.38s; 3, David Button (PRS-Scholar 82F), 14m 53.31s; 4, Gary Evans (Van Diemen-Minister RF82), 14m 55.65s; 5, Carlton Tingling (Van Diemen-Scholar RF82), 15m 16.24s; 6, Beat Jans (Van Diemen-Minister RF82), 15m 17.49s. **Fastest lap:** Hunt and Button, 1m 27.28s, 97.18mph.

Ford Fiesta Challenge race (10 laps): 1, Charles Tippett, 17m 07.14s, 82.57mph; 2, Rob Hall, 17m 08.62s; 3, Dave Loudoun, 17m 19.47s; 4, Robert Lodge, 17m 23.58s; 5, Lionel Abbott, 17m 24.64s; 6, Stuart Cole, 17m 25.56s. **Fastest lap:** Tippett, 1m 41.08s, 83.58mph.

Staw Elf Renault 5 Challenge race (10 laps): 1, Brian Farminer, 18m 12.55s, 77.63mph; 2, David Salter, 18m 15.38s; 3, Malcolm Holmes, 18m 21.10s; 4, Steve Hine, 18m 21.38s; 5, Neville Knight, 18m 30.86s; 6, David Cox, 18m 34.19s. **Fastest lap:** Bob Murray, 1m 47.72s; 78.74mph.

Muraspec Formula Four Championship race (10 laps): 1, Brian Turner (BTC-Ford 004), 14m 01.16s, 100.83mph; 2, Rob Moores (Chevron-Rolt Ford B38), 14m 15.52s; 3, Iain Roley (Cirrus-Gate Ford 004), 14m 42.84s; 4, Richard Penny (Lola-Imp T670), 14m 52.92s; 5, Mark Storer (Delta-Ford T80), 9 laps; 6, Peter Andrews (Merlyn-Baldyne Ford Mk11A), 8 laps. **Fastest lap:** Turner, 1m 22.37s, 102.97mph.

SILVERSTONE

That's Andy

Lancastrian Andy Middlehurst extended his Dunlop-AUTOSPORT 'Star of Tomorrow' championship lead with a fine victory in Sunday's fifth round at Silverstone. The Dave Abram-run Van Diemen driver broke away from his pursuers decisively in the closing stages of the 15-lapper, the previous weekend's winner Kevin Haddock (Sparton) running him closest on the demise of early leader John Penfold (Van Diemen).

Middlehurst's win was just one of the many highlights at the BRSCC Midlands centre's annual excursion to the Northamptonshire circuit. Ian Flux scored a surprise, if well deserved, Formula Atlantic victory over the ailing Ralt of Alo Lawler; John Markey emerged with modsaloon honours and spectators went home happy after some absorbing Ford Fiesta and Renault 5 challenge racing. Qualifying for the compact six race meeting started at noon, the organisers doing well to finish by 6.30pm after spills galore had tested the marshals and incident crews.

Local plant hire operator Graham Churchill claimed the Fiesta pole, 0.2s inside the lap record held by Rob Hall and Jim Edwards but it was the Whitley Garage car of Lionel Abbott which showed first in the fraught race. Charles Tippett deftly outbraked Abbott into Woodcote on the opening tour but was, in turn, out-manoeuvered by reigning champion Hall three laps later. These three circulated a few seconds clear of the main pack and finished in this order. A fraught battle for the minor places embroiled half the field at its height but Syresham publican Martin Sharpe did wonders with the Hartford Motors-machine, catching the leaders towards the end having run ninth early on. Churchill nudged Edwards aside on the last lap for fifth.

Alo Lawler was quickest in both Formula Atlantic practice sessions but complained of flexing chassis 'legs' on his immaculate L&B/Lep Ralt RT4. The Waddon/Esso Ehrlich of Ian Flux was 0.7s adrift of the Irishman's best while Neil Crang drove hard and well to demote Mike Catlow's Ralt RT1 in the first of the Ivor Goodwin-tended Tigas. Further down the 10 car grid Masanori Sekiya had a persistent engine problem with his pretty Team Sanada Chevron B56 while both Geoff Byman (ex-Lawler Lola) and Catlow punctured tyres which were fixed just as the cars were called to the grid.

Lawler and Flux hurtled away as the lights changed leaving John Sheldon in the prototype Tiga to assert himself ahead of Catlow and Bain(March), Crang having got away very slowly. Flux nosed ahead at Becketts momentarily but, once through, Alo sped ever further away. For the first 21 laps the top five remained unchanged and all interest at this point surrounded the progress of Crang who hustled his Tiga up to Bain and Catlow only to spin a Woodcote. The hot engine refused to restart so the Australian had little option but to watch from the banking and sign autographs!

Unbeknown to spectators Lawler had lost fourth gear soon after the start and when third became inoperative five laps from home Flux eagerly clawed back the deficit. Once through Lawler was unable to halt Ian's lead, try as he did, still well clear of Sheldon who had missed second practice completely.

David Gordon seized pole position for the oversubscribed Staw Renault 5 round but Malcolm Holmes's smart FGW Glass car and series leader Brian Farminer outpaced him round the opening lap with the remaining 27 cars filling their mirrors. Gordon pulled clear of the phalanx second time round and stayed there to record his first victory in the competition. Alfa Romeo specialist Bob Murray moved up to dispute the runner-up slot with former rallyman Farminer who pitted his road car after a spin at the hairpin. Murray thus struggled clear of Stephen Smith and the exuberant Rob Morgan. Some heart-stopping motoring throughout the field was well received by onlookers . . . next time can we have 25 laps please?

A last ditch effort by Michael Spivey saw the Double B Racing Royale driver head the 'Star of Tomorrow' timesheets from John Penfold (ex-Mackonochie Van Diemen), Dave Mellor's Markian Crosslé the older Royale of Paul Mather and Kevin Haddock's Chaplin-Sparton. Series leader Andy Middlehurst had problems with the traffic like everyone else and could only head the fourth row of the grid behind Chris Fox (Abbey Farm Royale) impressive newcomer Alan Gates (in Neil Myers's RP29) and the much improved Adam Wallis (Alcohols/Team Jubilee Van Diemen).

Penfold judged his start to perfection taking Mather and Gates into the thick of the action by Copse. A confident Middlehurst boldly outbraked several adversaries to annex second at Woodcote and thereafter maximum points looked to be between Andy and Penfold as they eased clear of the pursuing gaggle. Mather, Haddock, Fox, Wallis, Gates, Mellor and Brendan McKenna chopped and changed lines and positions while Spivey, after a poor start, ended his race in the Woodcote fencing.

The lead changed several times before Penfold's black car gyrated at Becketts leaving Middlehurst clear. Haddock piled on the pressure but to no avail as Andy did not put a wheel wrong on his way to the flag. Behind this pair Mather and Wallis took turns to attack Haddock but young Gates, in his first ever motor race, diligently chiselled away to improve his position, gamely rushing through to third place over Adam and Paul. Spinners Mellor and Penfold chased McKenna home while Willie Hourie, in Tom Brown's Van Diemen rather than his Crosslé, was back in the points after his recent ill luck.

A four-way tussle between John Markey (ex-Brodie/Leech Capri), Mark Hales (Rover V8), Geoff Thomas (Autocavan VW Golf) and Derrick Brunt (Vauxhall Magnum) enlivened the BRSCC Modsaloon event although the Golf, which pressured Markey hardest initially, expired mid-race after a brief turn as pacesetter. Once Hales had the Rover's tyres at working temperature he harried the Rudgwick Garage Capri ceaselessly taking the chequer just a length down and in a full-blooded power slide. Brunt dropped away a little, towards Nick Staveley's Capri but the smaller classes all witnessed fine competition. Once Steve Soper's 1300cc Metro was retired, Clinton Bourke's Motospeed Mini broke away from Bob McIntyre's version after a paint changing moment in avoidance of Mark Forshaw's wayward Viva; Nick Humphrey's Imp got the better of Paul Storr's version (which blew its engine after a sensational dice) and John Mawby took the 850cc division as the sole class survivor once sparring partners Clive Powell and Alastair Mayne had fallen out.

Finally a small field of Pre-'74 FF1600s was supplemented with just four non-qualifiers from the Dunlop counter, the newer cars starting 10s behind the rapid oldies. Peter Hancock's Merlyn ran away with the earlier section once close rivals Gareth Lloyd (Dulon) and Ian Millward (Lola) went out at Becketts when the latter missed his braking point and T-boned the Welshman. Steve Loughlin's Alan Fulton-managed Crosslé was the first 'new' car home ahead of spinner Steve Cooling's Eton Freight Royale.

MARCUS PYE

DUNLOP Autosport
STAR OF TOMORROW FF CHAMPIONSHIP

SILVERSTONE (GB), June 6, BRSCC (M)
Dunlop-AUTOSPORT 'Star of Tomorrow'
FF1600 championship, round 5
15 laps—34.12 miles

1, Andy Middlehurst (Van Diemen-Minister RF82), 16m 08.4s, 89.67mph;
2, Kevin Haddock (Sparton-Scholar FF82), 16m 13.3s;
3, Alan Gates (Royale-Minister RP29), 16m 16.1s;
4, Adam Wallis (Van Diemen-Minister RF82), 16m 17.4s;
5, Paul Mather (Royale-Boss RP26), 16m 17.9s;
6, Brendan McKenna (Royale-Ford RP29), 16m 18.0s;
7, John Penfold (Van Diemen-Minister RF81), 16m 18.1s; 8, David Mellor (Crossle-Scholar 45F), 16m 23.5s; 9, Willie Hourie (Van Diemen-Scholar RF79/80), 16m 24.2s; 10, David Shead (Van Diemen-Minister RF80), 16m 34.7s; etc.

Fastest lap: Middlehurst, 1m 03.7s, 90.88mph.

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship after five rounds: 1, Middlehurst, 56 points; 2, Haddock, 47; 3, Mather, 31; 4, Penfold, 28; 5, Perry McCarthy (Van Diemen-Minister RF81) and Michael Spivey (Royale-Nelson RP29) and Mellor, 17; 8, Hourie, 15; 9, Mark Leveson (Royale-Minister RP29), 14; 10, Ian Thomas (Image-Minister FF4), 13; etc.

Next round: Castle Combe, July 10.

The modified saloons line up at Silverstone.

SILVERSTONE (GB), June 6, BRSCC (M)

Daily Mirror Ford Fiesta Challenge race (10 laps): 1, Rob Hall, 12m 34.8s, 76.69mph; 2, Charles Tippett, 12m 35.0s; 3, Lionel Abbott, 12m 35.4s; 4, Martin Sharpe, 12m 37.8s; 5, Graham Churchill, 12m 44.9s; 6, Jim Edwards, 12m 46.3s. **Fastest lap:** Tippett, Abbott and Sharpe, 1m 14.0s, 78.23mph **(record).**

British Formula Atlantic championship race (25 laps): 1, Ian Flux (Ehrlich-Ehrlich/BDA RP5B), 22m 37.7s, 106.59mph; 2, Alo Lawler (Ralt-Alan Smith/BDA RT4), 22m 38.8s; 3, John Sheldon (Tiga-Nicholson McLaren/BDA FA81/2), 22m 49.5s; 4, Mike Catlow (Ralt-Swindon/BDA RT1), 23m 02.7s; 5, Duncan Bain (March-Ford/BDA 78B), 23m 05.3s; 6, Geoff Byman (Lola-Alan Smith/BDA T760G), 23m 24.6s. **Fastest lap:** Lawler, 53.6s, 108.00mph.

Staw Elf Renault 5 Challenge race (10 laps): 1, David Gordon, 13m 34.1s, 71.11mph; 2, Bob Murray, 13m 37.8s; 3, Stephen Smith, 13m 44.1s; 4, Rob Morgan, 13m 50.0s; 5, Phil Wight, 13m 50.2s; 6, Andy Paget, 13m 54.5s. **Fastest lap:** Gordon, Brian Farminer and Murray, 1m 19.8s, 72.54mph.

Cars and Car Conversions Modified Saloon race (15 laps)—Overall and 1301-4000cc: 1, John Markey (3.0 Ford Capri), 16m 17.4s, 88.84mph; 2, Mark Hales (3.5 Rover SD1 V8), 16m 17.7s; 3, Derrick Brunt (2.3 Vauxhall Magnum), 16m 28.9s; 4, Nick Staveley (3.0 Ford Capri), 16m 41.0s. **Fastest lap:** Hales, 1m 03.8s, 90.73mph. **1001-1300cc:** 1, Clinton Bourke (1.3 Mini/Motospeed), 17m 12.0s, 84.14mph; 2, Robert McIntyre (1.3 Mini Cooper S), 17m 24.7s; 3, Paul Craymer (1.3 Mini-ART), 14 laps. **Fastest lap:** Steve Soper (1.3 Mini Metro-Meltune), 1m 05.6s, 88.24mph **(record). 851-1000cc:** 1, Nick Humphrey (1.0 Sunbeam Imp Sport), 14 laps, 81.58mph; no other finishers. **Fastest lap:** Barry Robinson (1.0 Sunbeam Stiletto-Bevan), 1m 07.5s, 85.76mph. **Up to 850cc:** 1, John Mawby (850 Mini-TGA), 12 laps, 68.14mph; no further finishers. **Fastest lap:** Alastair Mayne (850 Mini), 1m 21.5s, 71.03mph.

BRSCC FF1600 Challenge race for Pre-'74 cars and Dunlop-AUTOSPORT non-qualifiers (10 laps)—Pre-'74: 1, Peter Hancock (Merlyn-Minister Mk20A), 11m 13.2s, 85.99s; 2, Brian Lawrence (Ray-Hansen 73F), 11m 30.2s; 3, Paul Kearney (Crossle-Minister 16F), 11m 44.5s; 4, Andy Parham (Hawke-WRA DL11), 11m 49.4s. **Fastest lap:** Hancock, 1m 06.2s, 87.44mph. **Dunlop-AUTOSPORT:** 1, Steve Loughlin (Crossle-Rowland 32F), 11m 16.3s, 85.60mph; 2, Steve Cooling (Royale-Scholar RP26), 11m 23.6s; 3, Jeff Williams (Tiga-Minister FF79), 11m 29.8s; 4, Steve Lowdon (Van Diemen-Scholar RF78), 9 laps. **Fastest lap:** Loughlin, 1m 06.3s, 87.31mph.

BRANDS HATCH

Wheeler dealer

It was a pity that Saturday's 750 Motor Club meeting at Brands Hatch did not receive the same support from spectators as it did from competitors. Healthy entries and true club racing provided fine entertainment on a glorious sun baked afternoon.

A Combined One Make Car Club Handicap race opened proceedings and Peter Hilliard improved considerably on his practice performance to reel in the succession of leaders to take a well deserved win in his 2.0 Alfetta GTV. Ian Bentall's huge 5.0 Bentley Mk6 held an early lead until Hilliard swooped on lap 8, Bentall was also passed on the penultimate lap by Malcolm Prior (3.0 Ford Capri) but kept a safe distance ahead of the dicing Morgan Plus 8s of Bob Chaplin and Chris Wood.

Championship leader Nigel Gaymer (Boopspeed Mini) and Gerry Dale (Funneltune Mini) out-paced poleman Chris Gould (Gould Mini) to Paddock Hill in the TEAC Mini Seven counter. All three diced merrily from then on, with Dale holding a scant lead as they crossed the startline on laps 3-4-5 before Gaymer slipped through at Surtees. Only yards away, Dick Hamlyn (Quintain Mini) defended fourth sport from Gary Hall (Funneltune Mini) until both were delayed at Clearways, Hall retiring while Hamlyn fell back behind the equally keen Peter Lawton (Swiftune Mini), Derek Miller (Funneltune Mini) and Barbara Cowell (Oselli Mini).

Liam Sweeney (Druid V80/81) en-

joyed a brief lead in the Autocavan Formula Vee round before the all conquering Chris Taylor (Volkspeed V81) took control and sped to a convincing victory.

The spirit of club racing is certainly displayed in the popular Sportsworld/Garelli Series as current leader Fred Campbell missed the round due to being on holiday! Campbell would have been hard pressed to challenge Paul Edwards (3.0 Porsche Carrera) or local ace Steve Everitt (1.4 MG Midget). A race-long duel ensued between these two, with Everitt continually pouncing on the Porsche under braking only to see the white car power away down the straights. Everitt nipped ahead all too briefly at Clearways on one occasion to the delight of the small crowd and his efforts won him the £50 Man of the Meeting award.

Regular Champion of Brands contenders John Oxborrow (Ray 82F) and Karl Jones (Royale RP29) showed they were not distracted by the presence of David Wheeler's Royale RP31M on pole position. Oxborrow fought to the front of the pack at Paddock and Jones held second until Druids, where Wheeler stormed past, and Andy Ackerley (Crest Hotel Ray 82F) demoted the Welshman still further. Wheeler soon asserted his authority and dived ahead of Oxborrow into Paddock at the start of lap 2 and from then was not seriously threatened. Jones and Ackerley came together at Druids on lap 3 and both the Brands Hatch-based men were effectively out of the running. Trevor Stiles (Van Diemen RF80) chased Oxborrow home for third while Doug Wood (Van Diemen RF81) did well to work his way up to fourth ahead of Keith Fine (Royale RP31M).

The road-going section of the Sportsworld/Garelli series features a titanic battle for the lead and although Graham Bryant's well driven Morgan Plus 8 held the premier spot more often than not, John Lock could not have tried harder in his Porsche Carrera. Bob Stuart (Morgan Plus 8) was also in the fight which saw all three side by side down Cooper Straight and Lock with two wheels on the grass! On the final lap Bryant and Lock were again side by side but yellow flags at Clearways perhaps prevented Lock's final attempt and although he gained speed along Brabham Straight he failed by just 0.1 sec in a rousing finish.

Paul Overton (Mallock Mk11/14) was as surprised as the rest of us to find himself on pole for the Formula 1300 race, and he was quickly gobbled up by the flying Graham Gant (WEV 2B) who took 0.1 sec off the long standing lap record. Tony Batten (Batten) was chased hard throughout by John Harrison (Mallock Mk11B), while the rest were evenly spread out.

Local ace Terry Attoe was once again denied the chance to prove his worth in the TEAC Mini Miglia Challenge, as the Baldyne Engineering backed car was thumped out of the reckoning at Druids on the opening lap. New leader John Lambe then endured a heart-stopping spin in front of the pack, at the bottom of Paddock Hill the next time round — a repeat manoeuvre on lap 3 saw Lambe's car being chased across the grass by Philip Down. All this action left Chris Hampshire with an unassailable lead while the race was very much in progress further back. Graham Jarvis-White eventually outpaced Simon Giles, Keith Padmore and Jim McDougall after a superb battle.

The closing MGA race, though lacking in entries, provided yet another superb duel for the lead with Roy McCarthy and Eric Hoult gradually hauling clear of Steve Clayton. Hoult eased up in the last few laps allowing McCarthy time to draw breath.

PAUL HARMER

OULTON PARK

Lola leader

Julian Bailey moved up to second place in the Townsend Thoresen FF1600 standings with a convincing win in the seventh round at Oulton Park on Saturday. Series leader Mauricio Gugelmin improved his points tally by taking second place and at the same time lowered the class lap record to 1m 5.9s, a tenth below the mark set by Bolivar de Sordi as long ago as 1979.

Norwegian Bjorn Langrekken was on pole for the Townsend Thoresen race which opened the short, five-race programme laid on by the BARC, his Van Diemen flanked by the Royale of Team Touraco's Rick Morris and the Racing for Britain Lola T640 of Julian Bailey. The Lola made the best start and was followed through by Mike Thompson's Quest, which started from the second row, Langrekken, Morris and Gugelmin in the second works Van Diemen. A first corner incident eliminated David Hunt who had only entered for the fun of it before a more serious outing in the RAC series begins this weekend.

Bailey was soon able to open up a useful lead and behind him, Morris and Gugelmin passed Thompson and scrapped over second place, Langrekken staying with them until a spin at Water Tower on lap 11 put him in the barriers. On the same lap, Gugelmin took second place from Morris and the two of them remained virtually tied together right the way to the flag. In the next three places, Thompson, Button and John Pratt (Lola) were almost as close, finishing in that order ahead of Beat Jans, Anthony Reid and Andrew Gilbert-Scott, the last-named having only just made practice in time after the Richard Owen team's transporter hit trouble en route to the circuit.

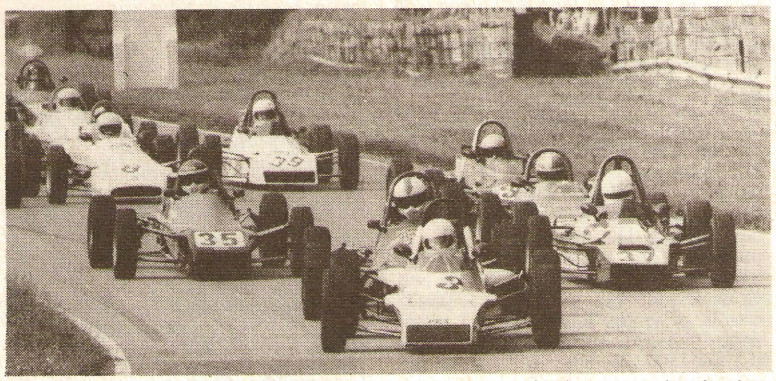
Tony Lanfranchi in the Monorep Opel Monza made a storming start from the second row in the Monroe Production Saloon race, Norris Miles latching onto his tail as they headed off down the Avenue. By the end of the lap, the New Zealander had passed Lanfranchi who was then further demoted by the Capris of Gerry Marshall, Graham Scarborough and David Yates. For a while, this was the pattern, Yates and Scarborough swapping places but Miles's black Alfa Romeo leading comfortably. But then Marshall's headlights came on and the Capri began to close on the Alfa. On the 11th lap, under pressure from Marshall, Miles got very sideways at Lodge and was clobbered by the Capri as Marshall, seizing the opportunity, dived inside the Alfa. Miles headed for the pits but the Capri was able to sweep to another victory ahead of Yates, Scarborough and Lanfranchi. John Llewellyn, in fifth place in his Scirocco, headed both the 1600cc class and the 2300cc class-winner Martin Williams in his Toyota.

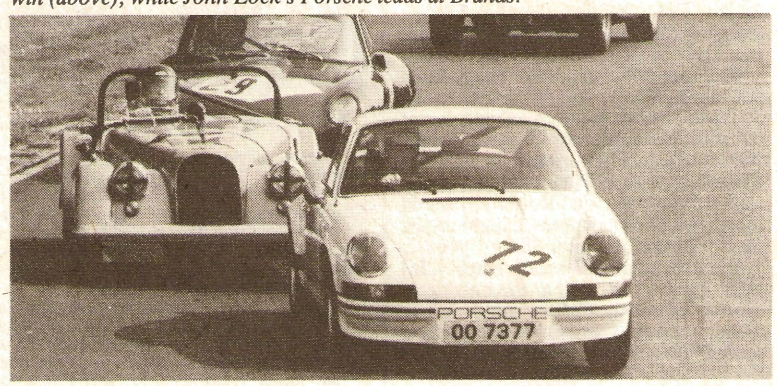
Only five cars were on the grid for the *Libre* race, Val Musetti's Colin Bennett-entered March 811 having only John Travis's F2 March 792 for company in the under 1-min bracket as Andy Barton was forced to withdraw his March 802 after it suffered rear-end damage in an excursion during practice. Despite a dreadful start which saw him last but one away, Musetti was leading by the end of the lap and without getting within 2 secs of Jim Crawford's lap record, was able to lap the whole field. Travis was second ahead of John Holmes's FF2000 Royale.

The BARC/MG Owners Club Championship race promised more than it delivered, a rather processional race being won easily by John Hewitt's MGB Roadster. Not that Hewitt was taking it easy, mind you, for he set a new lap record for the Modified class a second below his previous mark. Martin Richardson and Rae Davis held second and third places throughout while another Hewitt, Bill, dominated the Standard class in which Adam Wiseberg's MGA was a constant second. Only Dave Dodge and Anthony Snowdon enlivened the proceedings, their Midgets having a good scrap at the tail end of the field. Series leader. Jim Baynam retired while lying seventh and Andrew Storer damaged his Midget extensively at Druids.

David Button and the PRS 82F simply dominated the Champion of Oulton round, going from pole position to a 13secs win in the 15 laps. Behind Button, Martin Allinson and Richard Street disputed second place for a while but, by half-distance, this had become a five-car battle with Walter Warwick, Richard Peacock and Tony Allinson joining in. Street took over second place with Warwick on his heels as a slight gap opened to Richard Peacock, back in the Crosslé 25F but with Auriga power until the 50F has had some more development, the two Allinsons now fighting over fifth position. On the last lap, Warwick managed to take second from Street, Peacock finished fourth and Martin just stayed ahead of his brother Tony.

PETER McFADYEN





David Button (PRS) heads the pack on his way to a second 'Champion of Oulton' FF win (above), while John Lock's Porsche leads at Brands.

BRANDS HATCH (GB) Jun 5, 1982 750 MC

COMCC Handicap (10 laps): 1, Peter Hilliard (2.0 Alfetta GTV) 10m 38.3s, 74.28mph; 2, Malcolm Prior (3.0 Ford Capri) 10 m 45.4s; 3, Ian Bentall (4.8 Bentley Mk6 Special) 10m 48.9s; 4, Bob Chaplin (1.6 Morgan 4/4) 10m 51.1s; 5, Chris Wood (3.5 Morgan Plus 8) 10m 51.6s; 6, Linda Blundell (1.3 Austin Healey Sprite) 10m 52.0s. **Fastest lap:** Hilliard, 56.4s, 76.83mph.

TEAC Mini Se7en Challenge (10 laps): 1, Nigel Gaymer, 10m 18.4s, 70.07mph; 2, Gerald Dale, 10m 18.5s; 3, Chris Gould, 10m 18.9s; 4, Peter Lawton, 10m 23.9s; 5, Derek Miller, 10 24.5s; 6, Barbara Cowell, 10m 27.1s. **Fastest lap:** Dale, 60.4s, 71.74mph.

Autocavan Formula Vee Championship (10 laps): 1, Chris Taylor (Volkspeed V81) 9m 33.2s, 75.59mph; 2, John Raffo (Raffo Mk8) 9m 51.6s; 3, Ian Brett (Scarab Mk1) 9m 55.7s; 4, Brian Collins (Scarab Mk2) 9m 57.2s; 5, Liam Sweeney (Druid 80/81) 10m 00.4s; 6, Derek Haimes (Scarab Mk2) 10m 18.8s. **Fastest lap:** Taylor, 54.5s, 79.50mph.

Sportsworld Trophy/Garelli Sportscars (Modified) (10 laps) Overall: 1, Paul Edwards (3.0 Porsche Carrera) 8m 48.8s, 81.94mph; 2, Steve Everitt (1.4 MG Midget) 8m 51.1s; 3, Tony Broom (1.6 Turner Mk1) 8m 55.8s; 4, Andrew Wareing (1.8 Lotus Elan) 9m 06.2s. **Up to 1500cc:** 1, Everitt, 81.58mph; 2, Ron Woods (1.0 Ginetta G15); 3, John Baggot (1.4 MG Ingott Midget). **Fastest lap:** Everitt, 51.7s, 83.81mph. **Over 1500cc:** 1, Edwards; 2, Broom; 3, Wareing. **Fastest lap;** Edwards, 51.8s, 83.65mph.

"Champion of Brands" FF1600 Series (10 laps): 1, David Wheeler (Royale-Auriga RP31M) 8m 36.9s, 83.84mph; 2, John Oxborrow (Ray-Auriga 82F) 8m 41.4s; 3, Trevor Stiles (Van Diemen-Minister RF80) 8m 44.4s; 4, Doug Wood (Van Diemen-Scholar RF81) 8m 46.6s; 5, Keith Fine (Royale-Auriga RP31M) 8m 47.7s; 6, Len Greenney (Sark-Auriga 1). **Fastest lap:** Wheeler, 50.9s, 85.13mph.

Sportsworld Trophy/Garelli Sportscars (Road-Going) (10 laps) Overall: 1, Graham Bryant (3.5 Morgan Plus 8) 9m 59.9s, 72.22mph; 2, John Lock (2.7 Porsche Carrera RS) 10m 00.0s; 3, Bob Stuart (3.5 Morgan Plus 8) 10m 01.6s; 4, Chris Shipton (4.2 Jaguar E type) 10m 10.3s. **Over 1600cc:** as overall. **Fastest lap:** Bryant, 58.7s, 73.82mh. **1301-1600cc:** 1, Bob Chaplin (1.6 Morgan 4/4) 70.93mph; 2, Peter Taylor (1.6 Lotus Europa); 3, Bob Cook (1.5 MG Midget). **Fastest lap:** Taylor, 59.2s, 73.19mph. **Up to 1300cc:** 1, Mark Smith (1.0 Ginetta G15) 69.13mph; 2, Bill Hunt (1.0 Ginetta G15); 3 Mark Davenport (1.0 Ginetta G15). **Fastest lap:** Smith, 60.0s, 72.22mph.

Formula 1300 Challenge (10 laps): 1, Graham Gant (WEV 2B) 8m 37.8s, 83.68mph; 2, Tony Batten (Batten) 8m 40.3s; 3, John Harrison (Mallock Mk11B) 8m 41.1s; 4, Godfrey Faux (Mallock Mk18CW) 8m 50.5s; 5, John Day (Coombs) 8m 57.3s; 6, Peter Guard (Mallock Mk14) 9m 05.5s. **Fastest lap:** Gant, 49.9s, 86.83mph **(record).**

TEAC Mini Miglia Challenge (10 laps): 1, Chris Hampshire, 9m 50.3s, 75.40mph; 2, Graham White, 9m 54.0s; 3, Simon Giles, 9m 54.9s; 4, Keith Padmore, 9m 55.2s; 5, Jim McDougall, 9m 55.9s; 6, John Meale, 10m 05.4s. **Fastest lap:** Hampshire, 57.6s, 75.23mph.

MGCC MGA Challenge (10 laps): 1, Roy McCarthy (1.6 MGA Roadster) 9m 47.6s, 73.74mph; 2, Eric Hoult, (1.6 MGA Roadster) 9m 49.0s; 3, Steve Clayton (1.6 MGA Roadster) 9m 59.1s; 4, Nick Parrott (1.6 MGA Twin Cam Coupe) 10m 16.8s. **Fastest lap:** McCarthy and Hoult, 57.3s, 75.62mph. **Standard:** 1, Derek Baker (1.6 MGA coupe) 65.47mph; 2, John Skinner (1.6 MGA Coupe); 3, John Wright (1.6 MGA Coupe). **Fastest lap:** Baker, 64.0s, 67.70mph.

OULTON PARK (GB), Jun 5, BARC

Townsend Thoresen FF1600 Championship race (15 laps): 1, Julian Bailey (Lola-Minister T640), 16m 51.4s, 88.31mph; 2, Mauricio Gugelmin (Van Diemen-Auriga RF82), 16m 53.9s; 3, Rick Morris (Royale-Auriga RP31M), 16m 53.9s; 4, Mike Thompson (Quest-Minister FF82), 17m 03.0s; 5, David Button (PRS-Scholar 82F), 17m 03.7s; 6, John Pratt (Lola-Scholar T640E), 17m 04.2s. **Fastest lap:** Gugelmin, 1m 05.9s, 90.36mph **(record).**

Monroe Production Saloon Car Championship race (15 laps) — Overall and 2301-3000cc: 1, Gerry Marshall (2.8 Ford Capri), 19m 45.4s, 75.35mph; 2, David Yates (2.8 Ford Capri), 19m 47.8s; 3, Graham Scarborough (3.0 Ford Capri), 19m 53.6s; 4, Tony Lanfranchi (3.0 Opel Monza), 20m 03.7s. **Fastest lap:** Yates, 1m 17.6s, 76.73mph. **1601-2300cc:** 1, Martyn Williams (2.0 Toyota Celica GT), 20m 23.7s, 72.99mph; 2, Richard Jenkins (2.0 Triumph Dolomite Sprint); 3, Pete Walters (2.0 Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m 20,4s, 74.06mph. **1301-1600cc:** 1, John Llewellyn (1.6 VW Scirocco), 20m 16.1s, 73.44mph; 2, David Wood (1.6 VW Golf GTi); no other starters. **Fastest lap:** Llewellyn, 1m 19.5s, 74.90mph. **Up to 1300cc:** 1, Sharon Nicholson (1.3 Opel Kadett), 61.30mph; no other starters. **Fastest lap:** Nicholson, 1m 33.4s, 63.75mph.

BARC (NW) Formule Libre Challenge race (15 laps): 1, Val Musetti (3.0 March-Cosworth DFV 811), 14m 15.7s, 104.38mph; 2, John Travis (2.0 March-Hart 792), 14 laps; 3, John Holmes (2.0 Royale-Titan RP 30), 14 laps; 4, John Holroyd (1.6 GRD 373), 13 laps; 5, Chris Williams (Crosslé-Scholar 41F), 13 laps; no other starters. **Fastest lap:** Musetti, 55.5s, 107.29mph.

BARC/MGOC Championship race (15 laps) — Overall and Modified: 1, John Hewitt (2.0 MGB Roadster), 19m 54.9s, 74.75mph; 2, Martin Richardson (2.0 MGB Roadster), 20m 30.2s; 3, Rae Davis (3.5 MGB-GT V8), 20m 52.6s; 4, Peter Malimson (1.8 MGB Roadster), 20m 54.0s. **Fastest lap:** Hewitt, 1m 18.0s, 76.34mph **(record). Standard:** 1, Bill Hewitt (1.8 MGB Roadster), 68.91mph; 2, Adam Wiseberg (1.6 MGA); 3, Andrew Hiley (1.3 MG Midget). **Fastest lap:** Hewitt, 1m 24.7s, 70.30mph.

Champion of Oulton FF1600 Series race (15 laps): 1, David Button (PRS-Scholar 82F), 17m 05.6s, 87.09mph; 2, Wally Warwick (Reynard-Scholar FF82), 17m 18.5s; 3, Richard Street (Royale-Minister RP26), 17m 18.8s; 4 Richard Peacock (Crosslé-Auriga 25F), 17m 20.0s; 5, Martin Allinson (Van Diemen-GBM RF81), 17m 20.3s; 6, Tony Allinson (Van Diemen-Ford RF81), 17m 20.5s. **Fastest lap:** Button, 1m 07.7s, 87.95mph.

MALLORY PARK

Good Luck

A really fine ten race programme was headed at Mallory Park on Sunday by the tenth round of the Pace FF2000 Championship. With such a crowded programme to run the BARC could have so easily been faced with a late finish but all incidents were rapidly cleared up and the fine weather helped contribute to the ten races being impressively contained within a four hour span.

With the two FF2000 practice sessions being held in differing weather conditions, the fastest eight out of each session went straight into the championship race. The remaining four grid positions were up for grabs in event one which had 17 starters — including James Thomson who overslept and missed practice altogether. Rob Cooper was on pole with George Ostroumoff alongside, but the Van Diemen driver had no real challenger as Ostroumoff's Royale was penalised 10secs for an over-enthusiastic start. From the 10secs mark, Thomson did well to move up to second place ahead of Ronnie Grant (Delta).

John Giles (JGS) led the F750 qualifying hopefuls on the first lap of their ten lapper but was soon put down to second by Jeremy Bailey (Centaur). Giles, however, fought back and by lap six was in a position to retake the lead, which he held to the flag.

Most of the entries in the Wendy Wools Special Saloon race came in the up to 1300cc classes but as expected the 2.0 Skoda Hart of Tony Dickinson led the field with Peter Baldwin's 1.3 Mini in second place. Sadly the Skoda pulled off on the third lap and Baldwin never looked likely to lose the lead thereafter, setting up a new 1300cc class record in the process of taking the outright win. Stephen Minton (Escort RS) moved past Tony Davies (Firenza) as Dickinson retired to claim second place while Ginger Marshall's new Reliant Kitten showed its paces by catching and passing the Firenza to take third overall (and the 1000cc class win) with three laps to go.

Round 5 of the Champion of Mallory FF1600 series lost a front runner when Wally Warwick crashed his Reynard in practice, the grid sheet showing that Gary Evans (Van Diemen) was on pole from Don Hardman (Royale) and Mark Newby (Royale). Hardman led away at the start and was very closely shadowed by Evans who kept up a constant pressure on the leader until a rather hopeful attempt to get past at Shaw's Hairpin on lap 9 saw the two cars touch — Evans dropped well back and retired on his last lap, leaving Hardman fairly safe. A pitched battle between the Sugden Transport Royales of Rod Gretton and Chris Farrell went on all race, just a couple of tenths seperating the teammates in second and third places across the line. Peter Sneller in the Zeus ran third for a while until the Gretton/Farrell duo got past and he had to settle for fourth, just a fraction ahead of Fredrik Skoghag (Reynard) and Kevin Warner (Sark).

Rob Cox-Allison shot the 'Black Brick 2' Caterham Super 7 into the lead of the STP Mod Sports but then caught fire at half-distance and retired. John Digby (Ginetta) went on to an easy win ahead of Brian Kippax and Pat Longhurst (Davrians), with Steven Roberts just in fourth, his Davrian almost caught on the line by Costas Los (Fiat X1/9).

Gary Randall (Wessex Hague 76) made the best start from the outside of the front row in the F750 race and went on to an untroubled win. Once the race had settled down after the first couple of laps the battling pair of Mick Harris (Darvi Mk4/5) and Keith Cooper (Wessex CH767) soon moved past Peter Woodcock to claim a very close second and third — Woodcock was only 0.1sec adrift on the road in fourth and he retained this despite a 10secs penalty after a jumped start.

A clashing Dunlop/AUTOSPORT round at Silverstone no doubt detracted a little from the entry for the BP 'Superfind' FF1600 round but the racing did not seem to suffer at all. Mark Newby made up for his lowly finishing place in the first FF1600 race by leading for most of the ten laps although Kevin Warner pushed hard all the way in the Sark and was just beaten on the run to the line. Martin Stretton (Royale) held third early on but then dropped to the back in his Royale which allowed Steve Kempton (Royale), Peter Hardman (Royale) and Stephen Barnes (Van Diemen) to contest hotly third spot before finishing in that order.

Don Hardman — FF1600 victor

An easy winner of the MGCC MGB, GT, V8 event turned out to be Mike Chalk (1.8 MGB) but second place was in dispute throughout with Terry Smith (B Roadster) only just holding off Geoff Gear (GT V8). Terry Osbourne ran home fourth after holding the place all ten laps in his MGB Sports, just a second ahead of Bob Luff (B Tourer). John Hewitt (B Roadster) and Rae Davis (B GT V8) were the other class winners.

Penultimate race of the day was the eagerly awaited Pace FF2000 events, and for once Ayrton da Silva was not on pole position — although one feels that this was more the fault of the practice session weather than anything else. At the start, da Silva went away into the lead and extended his lead to 9secs after 15 laps. Pole man Tim Davies slotted his Royale into second at the start and did not seem too eager to give way to the attentions of Kenny Andrews (Van Diemen) but the order changed on lap 5 when Andrews went past to make it a Rushen Green 1-2. Calvin Fish soon got by Davies as well and slotted his Van Diemen into third. On lap 8, Davies and Russell Spence touched at Shaws Hairpin, Davies rejoining last while Spence was luckier but lost his nosecone on the Van Diemen, which dropped him to tenth in the final reckoning. Team-mate Neil Myers ran well to take fourth in his Van Diemen ahead of Colin Jack in Myers's former mount, the Swallow-Pilbeam.

A round of the FF1600-engined Oceanair Clubmans championship wound up a very enjoyable day. Martin Wood (Mallock Mk22) led for every lap except the last when Michael Luck stole past in his Mk21 to take the flag. Peter Clark (Mk18) was third throughout and well in front of Barry Eggleton (Mk21M), Kevin Buley (Mk20B) and Barry Webb (Mk21/23).

PAUL BOOTHROYD

Typically close 750 Formula dicing on Sunday at Mallory Park.

MALLORY PARK, (GB) Jun 6, BARC

FF2000 Qualifying Race (10 laps): 1, Rob Cooper (Van Diemen-Neil Brown RF82), 8m 11.1s, 98.96mph; 2, Ronnie Grant (Delta-Neil Brown T81), 8m 19.8s; 3, James Thomson (Van Diemen-Swindon RF82), 8m 20.2s; 4, Will Pringle (Royale-Neil Brown RP30), 8m 23.7s; 5, Dave Karaskas (Royale-Harris RP30), 8m 26,2s; 6, Brian Mee (Royale RP30), 8m 29.8s. **Fastest lap:** Thomson, 47.6s, 102.10mph.

F750 Qualifying Race (10 laps): 1, John Giles (JGS Mk6B), 9m 59.7s, 81.04mph; 2, Jeremy Bailey (Centaur Mk16), 10m 00.8s; 3, David Storey (Centaur Mk18), 10m 35.5s; 4, David Smith (Centaur Mk11X), 10m 55.6s; 5, Tom Howlett (Trio 1M), 11m 01.8s; 6, Jefferey Eatough (Hagar 750F), 9 laps. **Fastest lap:** Giles, 57.7s, 84.22mph.

Wendy Wools Special Saloon Championship Race (12 laps) — overall: 1, Peter Baldwin (1.3 Mini BDA), 10m 22.2s, 93.73mph; 2, Stephen Minton (2.0 Ford Escort RS), 10m 31.8s; 3, Ginger Marshall (1.0 Reliant Kitten), 10m 35.1s; 4, Tony Davies (2.5 Vauxhall Firenza), 10m 39.3s. **1301-3500cc:** 1, Minton, 92.30mph; 2, Davies; no other finishers. **Fastest lap:** Tony Dickinson (2.0 Skoda 130RS), 50.0s, 97.20mph. **1001-1300cc:** 1, Baldwin; 2, Owl Hurst (1.3 Mini); 3, Douglas Lague (1.3 Mini). **Fastest lap:** Baldwin, 49.7s, 97.78mph **(record). 851-1000cc:** 1, Marshall, 91.82mph; 2, Viv Wallace (1.0 Hornet); 3, Michael Law (1.0 Sunbeam Stiletto). **Fastest lap:** Marshall, 51.0s, 95.29mph. **Up to 850cc:** 1, Barry Reece (831cc Hillman Californian), 88.01mph; 2, Bill Richards (843cc Mini); no other starters. **Fastest lap:** Reece, 53.5s, 90.84mph.

Champion of Mallory FF1600 Race (10 laps): 1, Don Hardman (Royale-Nelson RP26), 8m 38.4s, 93.74mph; 2, Rod Gretton (Royale-Nelson RP31M), 8m 41.1s; 3, Chris Farrell (Royale-Nelson RP31M), 8m 41.3s; 4, Peter Sneller (Zeus-CES ZR1), 8m 43.0s; 5, Fredrik Skoghag (Reynard-Scholar FF82), 8m 43.5s; 6, Kevin Warner (Sark-TES 2), 8m 44.0s. **Fastest lap:** Hardman, Farrell and Mark Newby (Van Diemen Auriga RF81), 50.8s, 95.66mph.

STP Modified Sports Championship Race (10 laps) — overall: 1, John Digby (1.5 Ginetta G4), 8m 43.7s, 92.80mph; 2, Brian Kippax (1.1 Davrian Mk7), 8m 54.1s; 3, Pat Longhurst (1.1 Davrian Mk6), 9m 00.0s; 4, Steven Roberts (1.4 Davrian Mk7), 9m 00.8s. **Over 2500cc:** no starters. **1501-2500cc:** no finishers. **Fastest lap:** Rob Cox-Allison (1.8 Caterham Super 7), 48.5s, 100.20mph. **1151-1500cc:** 1, Digby; 2, Roberts; 3, Costas Los (1.5 Fiat X1/9). **Fastest lap:** Digby, 50.8s, 95.66mph. **Up to 1150cc:** 1, Kippax, 90.99mph; 2, Longhurst; no other finishers. **Fastest lap:** Longhurst, 52.3s, 92.92mph.

Formula 750 Championship Race (12 laps): 1, Gary Randall (Wessex Hague 76), 11m 15.6s, 86.32mph; 2, Mick Harris (Darvi Mk4/5), 11m 30.2s; 3, Keith Cooper (Wessex CH767), 11m 30.3s; 4, Peter Woodcock (Centaur Mk16), 11m 40.4s including 10sec penalty; 5, David Storey (Centaur Mk18), 11m 44.8s; 6, Martyn Pemberton (Arrow IVB), 11m 44.9s. **Fastest lap:** Randall, 55.2s, 88.04mph.

BP 'Superfind' Junior FF1600 Championship Race (10 laps): 1, Mark Newby (Van Diemen-Auriga RF81), 8m 41.0s, 93.28mph; 2, Kevin Warner (Sark-TES 2C), 8m 41.1s; 3, Steve Kempton (Royale-Boss RP26), 8m 49.1s; 4, Peter Hardman (Royale-Auriga RP29), 8m 49.6s; 5, Stephen Barnes (Van Diemen-Scholar RF80), 8m 49.8s; 6, Peter Stimpson (Royale-Auriga RP31M), 8m 54.7s. **Fastest lap:** Newby and Warner, 51.0s, 95.29mph.

University Motors MG Car Club MGB, C, V8 Championship Race (10 laps) — overall: 1, Mike Chalk (1.8 MGB), 9m 19.4s, 86.87mph; 2, Terry Smith (3.5 MGB Roadster), 9m 29.3s; 3, Geoff Gear (3.5 MGB GT V8), 9m 29.5s; 4, Terry Osbourne (1.8 MGB Sports), 9m 37.6s. **Standard MGB and C:** 1, Rae Davies (3.5 MGB GT V8), 76.44mph; 2, Bill Hewitt (1.8 MGB Roadster); 3, Paul Stephens (1.8 MGB Roadster). **Fastest lap:** Davis, 1m 02.0s, 78.38mph. **Road Modified Cars:** 1, John Hewitt (1.9 MGB Roadster), 78.80mph; 2, Chas Buchanan (1.9 MGB Roadster); 3, David Jarvis (1.8 MGB). **Fastest lap:** Hewitt, 58.9s, 82.51mph **(record). Full Race MGB and C:** 1, Chalk; 2, Osbourne; 3, Bob Luff (1.9 MGB Tourer). **Fastest lap:** Chalk, 53.7s, 90.50mph. **Modified MGB GT V8:** 1, Smith, 85.36mph; 2, Gear; 3, Colin Pearcy. **Fastest lap:** Smith, 54.9s, 88.52mph.

Pace British FF2000 Championship Race (15 laps): 1, Ayrton da Silva (Van Diemen-Nelson RF82), 11m 47.2s, 103.08mph; 2, Kenny Andrews (Van Diemen-Nelson RF82), 11m 56.4s; 3, Calvin Fish (Van Diemen-Neil Brown RF82), 11m 58.1s; 4, Neil Myers (Van Diemen-Nelson RF82), 12m 03.9s; 5, Colin Jack (Pilbeam-Neil Brown SP1), 12m 07.2s; 6, Cooper, 12m 07.6s. **Fastest lap:** da Silva, 46.6s, 104.29mph.

Oceanair Clubmans Sports Championship Race (10 laps): 1, Michael Luck (Mallock U2-CES Mk21), 8m 29.8s, 95.33mph; 2, Martin Wood (Mallock U2-Nelson Mk22), 8m 30.3s; 3, Peter Clark (Mallock U2-Mk18), 8m 30.7s; 4, Barry Eggleton (Mallock U2-Manor Mk21M), 8m 46.5s; 5, Kevin Buley (Mallock U2-Minister Mk20B), 8m 47.4s; 6, Barry Webb (Mallock U2-Chamberlain Mk16BW), 8m 47.8s. **Fastest lap:** Wood, 49.5s, 98.18mph.

International Rallies

SUNDAY TIMES SAFARI

Safari so good

SAFARI COVER

SUNDAY TIMES SAFARI RALLY
June 5/6

TOKOROA RALLY (NZ)
May 29/30

RALLYE MONT BLANC

Saby on top

RALLYE MONT BLANC (F)
June 5/6

TOKOROA

Teesdale's Tokoroa

National Rallies

CENTURION RALLY

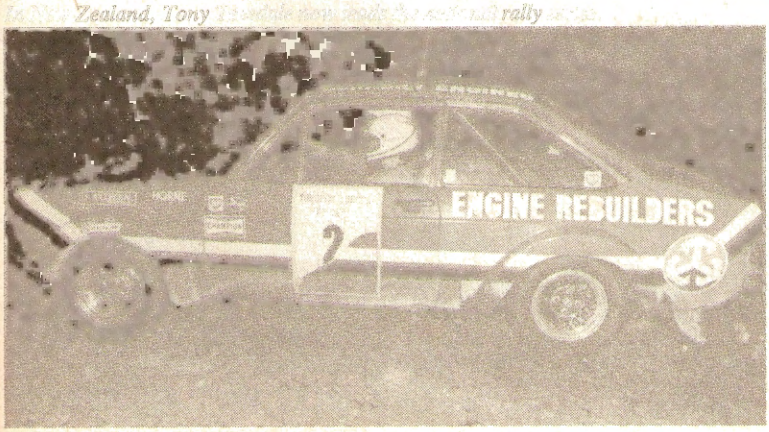
Henderson on guard

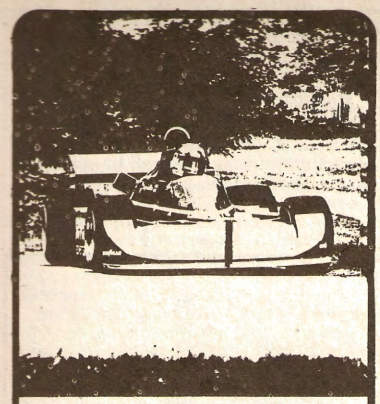
CENTURION RALLY
JUNE 5
BTRDA Championship, round 4

World Rally Championship for Drivers

World Rally Championship for Makes

Zealand, Tony ... rally





Off-Track

SHELSLEY WALSH

Much more ADO

Competitors in the 1982 British Hillclimb Championship paid the first of two visits this year to the popular Shelsley Walsh Climb, last Sunday. Organised by the Midland Automobile Club, this 110th Shelsley meet boasted no less than five championship rounds in one day.

Leading the day's proceedings away were the smaller special saloon brigade, the class being won by the Greetham Imp of Tony Tewson after a fine battle over two ascents with Haynes Leaders Championship leader, David Watson, in his Maguire version. The larger Special Saloon class became a two man thrash between the Stiletto of Ron Hand and the Chevette of the increasingly talented Yorkshire teenager, Tim Thomson, after the whispering Morris Minor of Nick Mann failed to turn up. Never more than half a second apart, Hand's first run of 32.43 wrested the class from the yellow Guyson car.

After dominating Saturday's practice session, the Modified Sports class saw the ever-immaculate Davrian Mk6 of Richard Naylor take a comparatively easy victory, from the Midget of Kim Johnson (35.09).

Class 4 saw the first of the afternoon's records to fall. Driving like there was no tomorrow, Josh Sadler aboard his familiar Porsche 911 fairly flew up the hill, his second attempt toppling Roland Jones's eleven month old record leaving it at a magnificent 31.73.

A terrific three way scrap over both ascents was the feature of the smaller Clubmans class. Martin Curtis in the Curtiswool U2 led a gaggle of Mallocks up for the first time with an excellent 30.59, but it was the Scotch Egg Racing U2 of Alan Lloyd which eventually won through.

Class 6 proved a hard fought affair, two sub-31sec climbs consolidating John Beattie's commanding Midland Championship class lead from the similar Mallocks of Charles Wardle and Bill Wood.

Although good enough to ensure a class win, two uncustomarily shaky climbs by Richard Jones (Mallock U2) left probably the most fragile Shelsley record intact (28.05). Clipping curbs and banks on both runs, Jones could only manage a best of 28.41, not quite good enough for a top ten place. Joy Rainey brought the Murrain Mk3 Turbo home second collecting the Ladies Award.

Ron Warr took his usual 500cc victory trouncing all opposition by a clear 3secs, followed by a popular win for Paul Squires (Brabham BT28) in the ultra competitive up to 1100cc class.

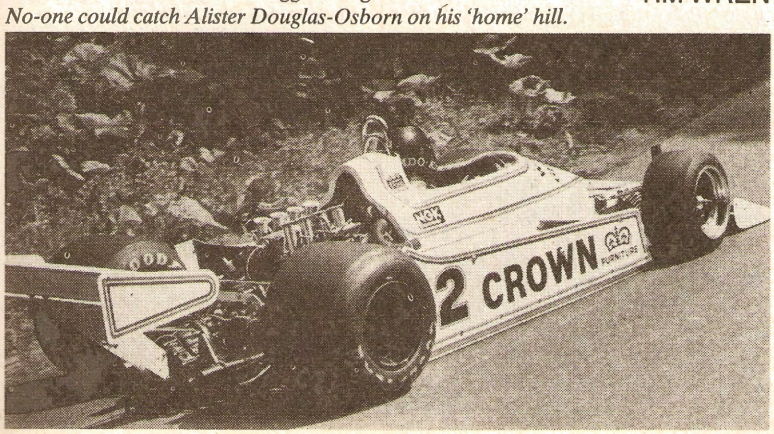
With early season mechanical problems solved, Andy Smith took the jet black March Austin Turbo 722 to a fine win (29.96) in class 10, taking almost 0.3s off second and third place men, Bill Morris (DBM 80/82) and Alan Newton (March Pilbeam MP28).

With the sun now beating down, the crowd were about to witness the hot and torrid activity as no less than 19 starters in the big racing car class began the elimination process, those precious Top Ten Championship points the reward. Young Mark Williams in his shared Pilbeam MP41 set the target with a 26.82 on his first run, although the luckless Toleman TG280 of Godfrey Crompton spluttered to a halt at the bottom Ess on his initial run. After suffering electrical problems plus fuel vapourisation during practice, Martin Bolsover (Pilbeam MP51) seemed to collect things together, challenging Williams with a best of 26.70. A confident-looking Martyn Griffiths followed hard on his heels just 0.21s behind. Having packed ice around the engine in an effort to stave off vapourisation problems suffered by many competitors, Alister Douglas-Osborn ascended "his" hill in a marvellous 26.52, toppling James Thomson's class record. Martyn Griffiths snatched second place with a rapid 26.87 on his second ascent but the heat was beginning to take its toll, so that very few bettered their first time efforts. With the hill beginning to low, ADO's outright hill record of 26.42 was beginning to look secure.

Roy Lane led the top ten dash, Cramer and Dungworth following, all in the early 28secs bracket. Bristolian, Dave Harris (Pilbeam MP50) was the first to break 27secs with a time of 26.98. Williams failed to repeat any of his earlier heroics, letting Bolsover, the bit between his teeth, take the lead with 26.78. However, this was short-lived, Martyn Griffiths, in the beautiful new Netherton & Worth MP53, shaving just 0.07s off that to take the reigns, although even he was eclipsed as ADO replied with a 26.63.

TIM WREN

No-one could catch Alister Douglas-Osborn on his 'home' hill.



SHELSEY WALSH, June 6,
Pace Petroleum RAC National Hillclimb Championship

BTD: Alister Douglas-Osborn (3.7 Pilbeam MP47), 26.52s.

Top Ten Run-Off: 1, Alister Douglas-Osborn, 26.63s; 2, Martyn Griffiths (2.5 Pilbeam MP53), 26.67s; 3, Martin Bolsover (2.5 Pilbeam MP51), 26.75s; 4, Dave Harris (2.5 Pilbeam MP50), 26.98s; 5, Mark Williams (2.5 Pilbeam MP41), 27.18s; 6, Chris Cramer (2.5 Toleman TG 280H), 27.25s; 7, Max Harvey (2.5 Pilbeam MP53), 27.61s; 8, Richard Fry (2.5 Pilbeam MP41), 27.58s; 9, Roy Lane (2.3 Pilbeam MP50), 27.76s; 10, Malcolm Dungworth (3.3 Pilbeam MP53), 28.28s.

Class winners: Tony Tewson (1.1 Greetham Imp), 33.06s; Ron Hand (2.0 Chrysler Stiletto), 32.43s; Richard Nayler (1.2 Davrian Mk6), 34.48s; John Beattie (1.6 Mallock U2 Mk11b), 30.14s **(record);** Richard Jones (2.2 Mallock U2), 28.41s; Ron Warr (0.5 Cooper JAP Mk6), 37.34; Paul Squires (1.1 Brabham BT28), 30.45s **(record);** Andy Smith 1.1 March 722tc), 29.96s; Alister Douglas-Osborn 26.52s **(record).**

RUMSTER HILLCLIMB

Norrie nearer

Norrie Galbraith moved closer to taking his third Scottish Hillclimb Championship title when he won the third round of the 1982 series at Caithness Car Club's Rumster track on May 30. Driving his March 782, he set a personal best time of 26.48s on this BP Oil/Williams Dunnet sponsored event — the 25th hillclimb at Britain's most northerly speed event track.

With current Scottish Champion Jimmy Jack still giving the series a miss, it was left to Bill Lord to provide Norrie's main opposition. Determined driving took him within 0.23sec of the leader and moves him up to equal Alex Graham's points total in second place in the championship.

The father-and-son team of John Davidson and John G. Davidson, who have dominated the Road Car Championship so far this year, slipped down the tables to fourth and fifth place in their class at Rumster, letting Richard Martin sneak through to lead the championship in his Talbot Sunbeam. Fastest road car at this event was Robin Gray, back in hill climbs after several year's absence. Driving a Lotus 7, he knocked 0.20s of the large road sports car record which has stood in the name of Mike Bonar for the last seven years!

KEN McEWEN

RUMSTER, May 30
Scottish Hillclimb Championship, round 3

BTD: Norrie Galbraith (March 782) 26.48s.

Class winners: Tom Wilson (Mini) 36.55s, Richard Martin (Talbot Sunbeam) 33.08s **(record);** Graham Kinghorn (Ford Escort) 32.88s; Brian McLeod (Hillman Imp) 32.00s; Barrogill Angus (Davrian Stiletto BMW) 28.58s; John Baker (Clan Crusader) 33.23s; Robin Gray (Lotus 7) 32.05s **(record);** Harry Simpson (Davrian) 29.29s; George Coghill (Lotus Esprit) 29.25s; Alex Graham (Mallock Mk.20) 28.97s; David Milne (Vixen VB1/4) 30.27s; Bill Lord (Chevron B42) 27.11.

CROFT RALLYCROSS

Ringing success

Despite attracting a smaller than anticipated entry, the Plasmor Northern Rallycross championship got off to a good start on Whit Monday as ex British champion Hathaway took his Team Telecom Escort to a decisive victory.

In the first runs, Nick Garner led class 1 initially with a very fast time in the first heat but Tony Bardy was looking for a good showing on home ground and momentarily took over at the head of the field before being bettered by a mammoth 12secs by Paul Eaton in his BDA Escort.

In class 2, only eight cars appeared so qualifying for the "A" final was a mere formality. Graham Hathaway proved untouchable as he set BTD at 3m 22.4s though Tony Proctor came close in the last heat as he threw the big Capri round with great gusto, despite having to weld the rear suspension back together between each run.

Eaton failed to appear for the class 1 "A" final but had sorted his engine out in time for the "B" race, where he was allowed to start so as to make up the numbers. Eaton led from start to finish from Chris Brooke and Roy Clark.

A terrific start to the class 2 "A" final saw Hathaway, Drummond and Proctor rounding the first two corners neck-and-neck before Hathaway took command of the situation and roared away to victory. Eckersley claimed a good second place from Ron Hudson as Drummond fell down the order, while John Clarkson retired with severe visibility problems on the first lap and Proctor ground to a halt with broken steering. In the Superfinal, Hathaway stormed off the line and made sure no-one could catch him with a great show of superb driving, but this time Drummond held on to his second place, staying well clear of the barriers. Eckersley finished third with Garner, Bardy and Hudson next followed by Drummond and Colin Waudby.

BILL MANTOVANI

CROFT,
May 31
Plasmor Northern Rallycross Championship

Superfinal: 1, Graham Hathaway, (Escort), 4m 32.8s; 2, Tony Drummond, (Escort), 4m 39.8s; 3, Alan Eckersley, 4m 56.1s; 4, Nick Garner, (Mini), 4m 57.9s; 5, Tony Bardy (Mini), 4m 57.9.

PRODUCTION CAR TRIAL

Palmer on points

The ever-popular, Dudley and Halesowen CC organised Tocky Bonk PCT held on June 6 really was a tough event with 48 very long, dry and twisty sections to test the skills of the BTRDA and RAC contenders.

Ian Palmer's Fiat 850 emerged victorious after a devastating performance in class 4, only dropping 9 marks all day, and for once, the Imps were kept out of the action with David Hanley's well-driven VW Beetle in second place on 15, just in front of Sporting Trials champion Roger Bricknell in a VW1600E, on 25. The tables were turned in the Mini class with Richard Acres pushed down to third place by the two Spencers, Ian and Geoff, all in Cooper S's.

TOCKY BONK PCT
Jun 6

Overall: 1, Ian Palmer (Fiat 850), 9 marks.

Class winners: Graham Hoare (VW Golf); 42; Ian Spencer (Mini Cooper S), 25; Jim Loveday (Panther Lima), 43); David Hanley (VW Beetle), 15, **First Novice:** Chip Griffiths (Mini Clubman), 140. **Team award:** Owen MC (Spencer/Spencer/Skelton).

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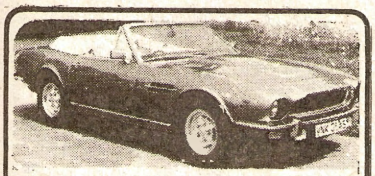

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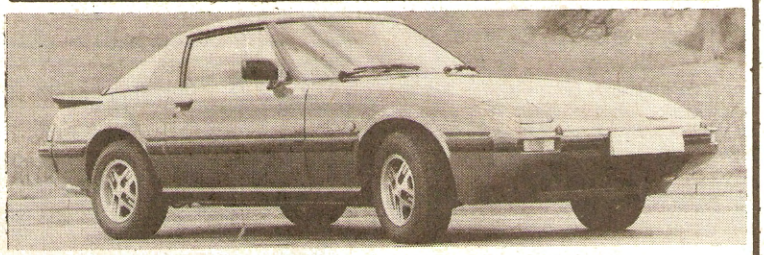

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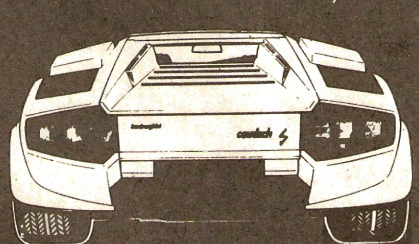

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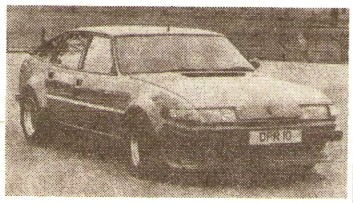

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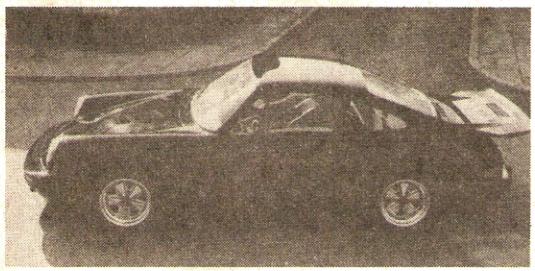

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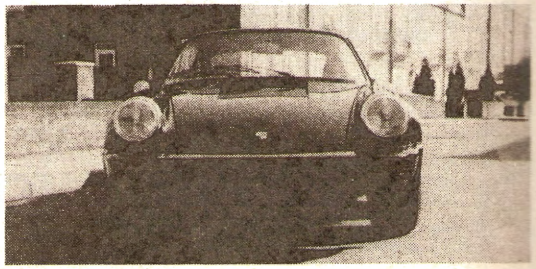

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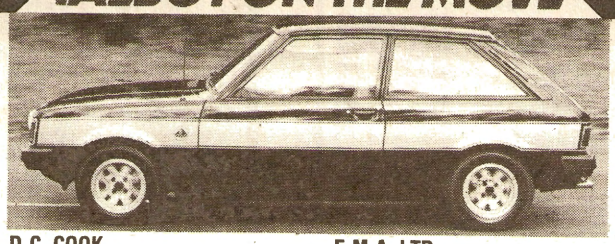

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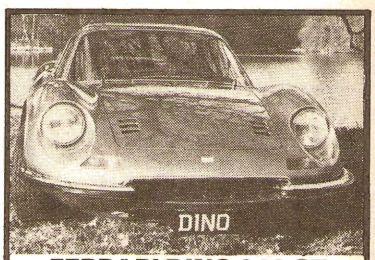

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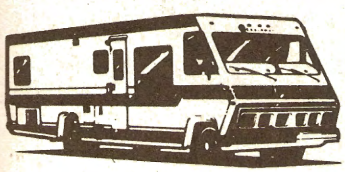

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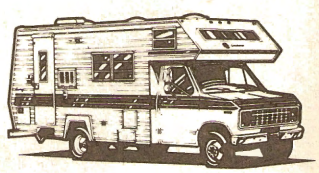

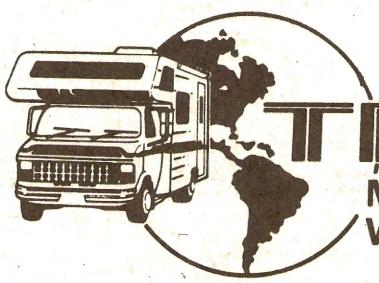

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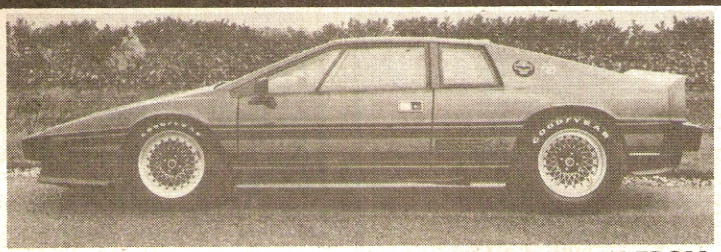

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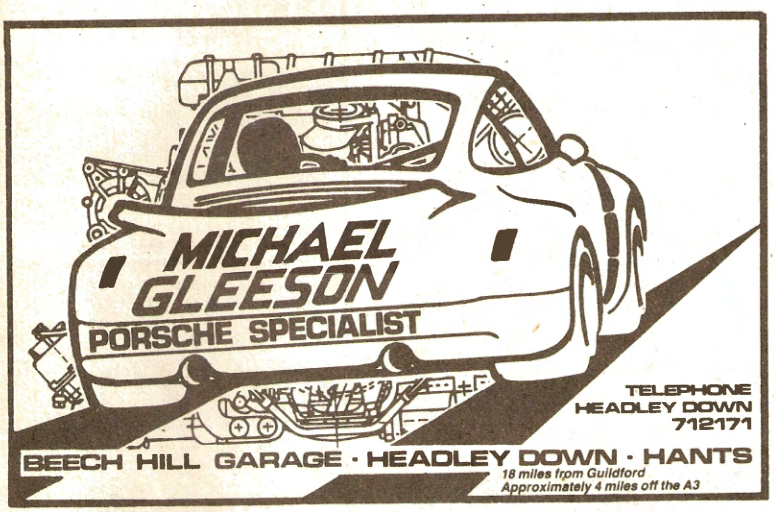

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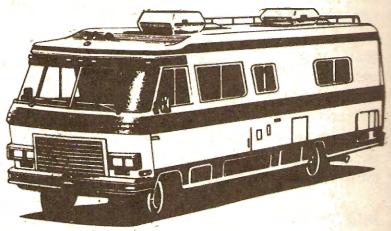

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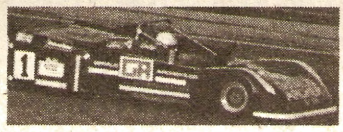

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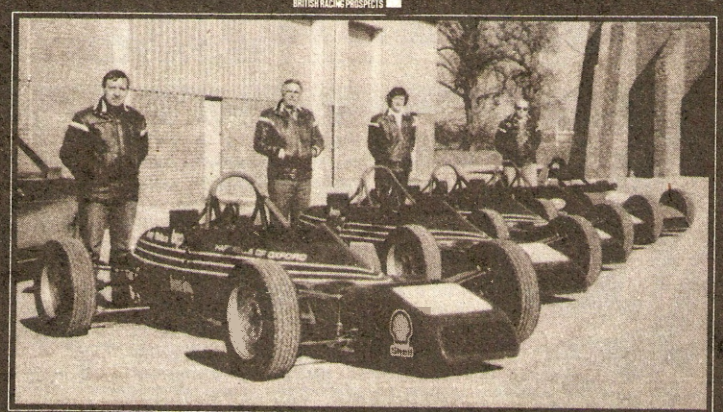

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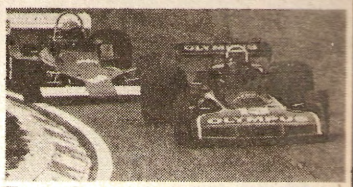

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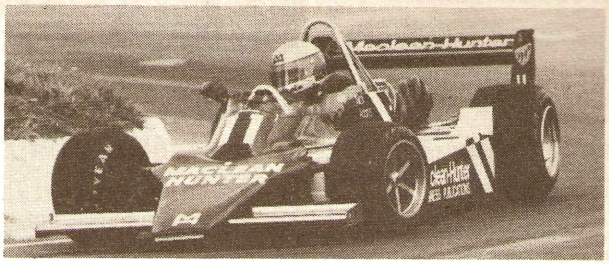

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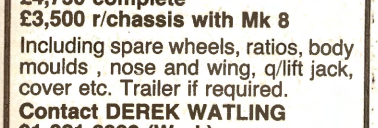

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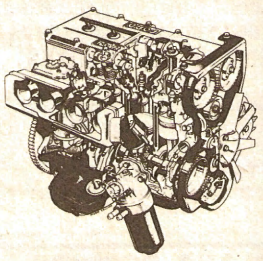

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Our **1982 Sparton Auriga FF1600** is available for hire at Brands Hatch on 1st August, 8th August, 15th August and 29th August at a rate of £275 per race.
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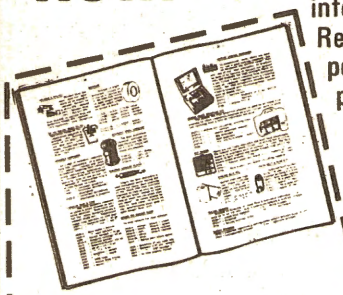

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SPARES & ACCESSORIES

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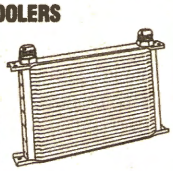
AS USED BY 90% OF WINNING CARS, LOOK FOR THE MOCAL LABEL



10 row × 235mm from	£16.95
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Available with BSP or JIC (Aeroquip connections)

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The superior oil cooler installation kit, all screwed connections and factory made up hoses, kits to fit any car eg:

BMC Mini	£8.24
BMC Metro	£7.26
Ford Escort OHV	£19.91
Ford Escort RS2000	£24.30
Ford Fiesta	£19.91
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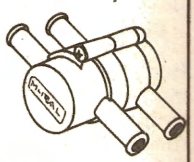
Prices do not include cooler. Also available with stainless steel hoses.

MOCAL OIL STATS

The deluxe addition to any oil cooler installation. Quicker oil warm up, more instant power for racers, keeps oil at correct temperature saving drag therefore improves MPG



Economy priced OT/1 push on for ½ bore hoses £7.43
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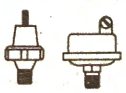

20psi low oil pressure switch	£2.50
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Temperature switches from	£5.00
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Insert in oil lines for easy installation.

Type 1 for ½ bore hose £2.59
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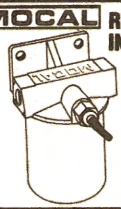
MOCAL REMOTE FILTER INSTALLATIONS



For engine swaps, dry sump conversions etc.

Take off plate to replace any spin on filter £7.09
Remote filter head takes popular spin on filter £7.09

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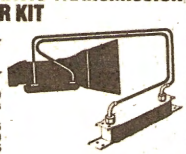
You must not use an automatic car for towing without a cooler.



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No. 191 supplementary kit for cars with cooler in the water radiator £29.35
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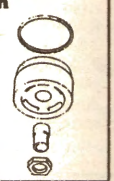

Ford Escort Cortina	£5.72
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Stainless steel cover, Elastomer tube. Super flexible, super light, super strong Aeroquip light alloy reuseable connections.
-6 hose for fuel lines £12.20 per metre
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Beware imitations. Insist on genuine Aeroquip.

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Lightweight stainless steel covered hoses for firm pedal at all temperatures.

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High quality wormdrive clamp surrounded by an anodized aluminium socket for perfect finish on any rubber or stainless steel pipe.

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For hose to 0.55" outside diameter £3.05
For hose to 0.65" outside diameter £1.75
For hose to 0.80" outside diameter £6.14
For hose to 0.94" outside diameter £2.80

Larger sizes on request.

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OIL CONTROL SYSTEMS MANUFACTURED BY:

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HIGH PERFORMANCE HOSE DISTRIBUTED IN UK BY:

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'The Automobile Plumbing Specialists'

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Suitable for working pressures up to 250psi inexpensive oil hose assemblies for the diy enthusiast. Fitting pushes into hose, no other fixing device required.

Hose from £3.99 per metre
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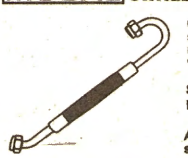
BSP 90° female fittings from £3.36

MOCAL SWAGED OIL HOSES



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As above but with stainless steel covering £23.60

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America's leading high performance hose

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3⁄8" Hose, Stainless, Braided per metre	£6.00
1/2" Hose, Stainless, Braided per metre	£6.25
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1/2" Hose Connectors	£1.46
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Mini, Mini Cooper 998	£6.00
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H3 12V 100W (No. 12455)	£2.95
H4 60/55 (12342P434)	£3.75
H4 100/155	£4.75
P45 60/55W (not Philips)	£3.75

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Race/Rally harness

Britax DSB 1080	£18.50
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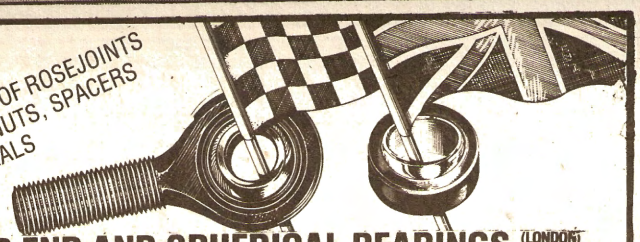

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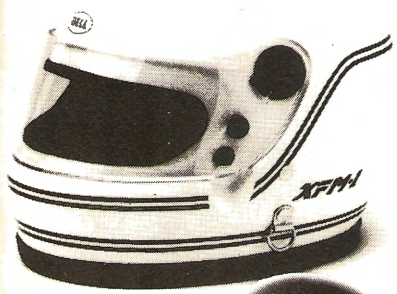

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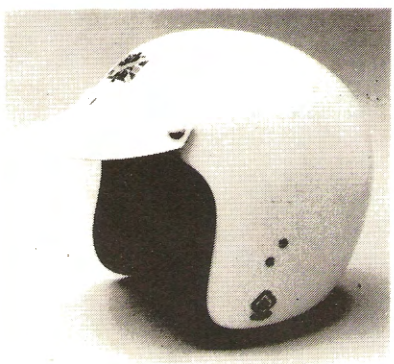

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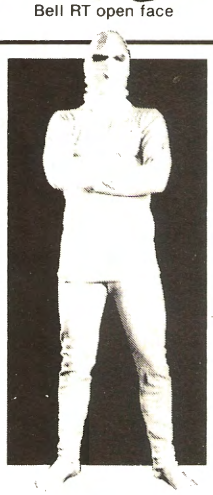

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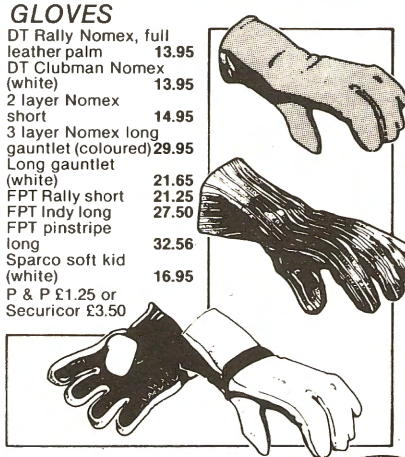

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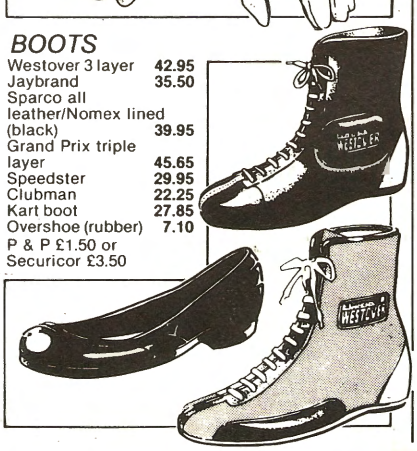

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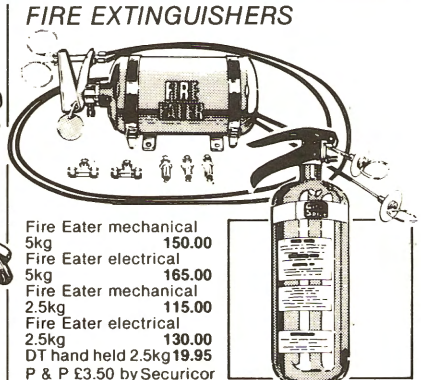

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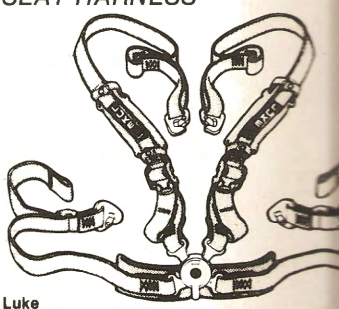

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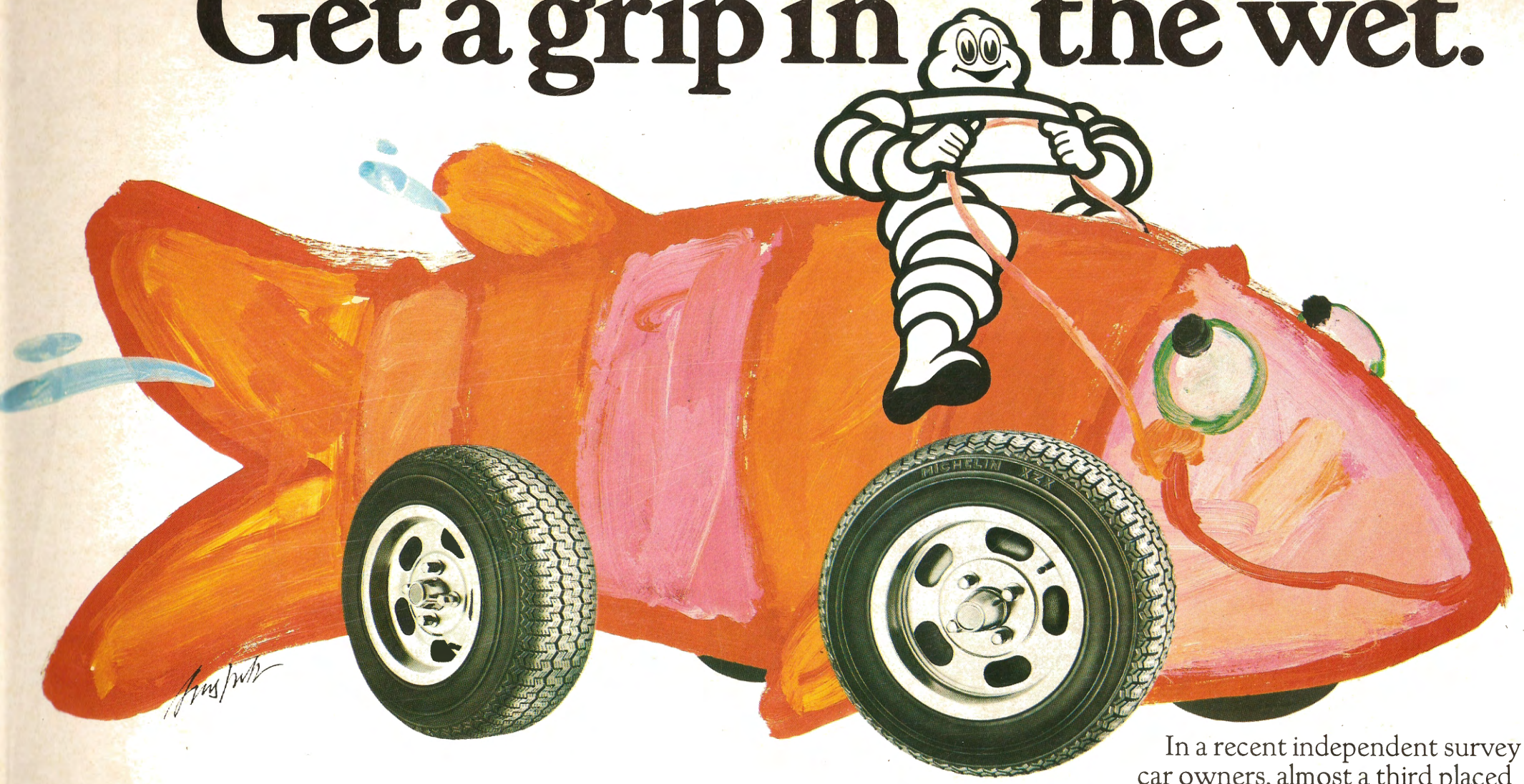

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